

The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 26th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

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Latest Arrivals.

	From London.	Arrived out.	Homeward. Arrived in London this day.
JAPAN —Yokohama	July 26	Sept. 16	Oct. 1
Nagasaki	—	—	Oct. 3
Hakodadi	—	—	—
CHINA —Peking	—	—	Sept. 27
Tien-tsin	—	—	Oct. 1
Chefoo	—	—	Oct. 3
New-chwang	—	—	Sept. 23
Hankow	—	—	Oct. 4
Kiu-kiang	—	—	Oct. 5
Chiu-kiang	—	—	—
Shanghai	Aug. 16	Oct. 7	Oct. 9
Ningpo	—	—	Oct. 6
Foo-chow	—	—	Oct. 10
Swatow	—	—	—
PHILIPPINES —Manila	Aug. 16	Oct. 3	Oct. 8
COCHIN-CHINA —Saigon	—	—	Oct. 10
SIAM —Bangkok	—	—	—
BORNEO —Labuan	—	—	—
Sarawak	—	—	—
JAVA —Batavia	—	—	Oct. 17
MALACCA STRAITS —Singapore	Sept. 17	Oct. 30	Oct. 23
Penang	Sept. 10	Oct. 14	Oct. 26

The inward French mail, with Hong Kong dates to Oct. 15, may be expected on the 24th inst. The latest telegrams from Hong Kong, via Galle, are to Nov. 1. Telegraphic communication between Malta and Alexandria has been restored since the 20th.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Ceylon, arrived Nov. 25.—From Yokohama: Mr. Eagan, Mr. Bassolo, Mr. Cremeno, and one second-class passenger. From Shanghai: Mr. Provano, Mr. Hallum, Mr. Goodridge, Mr. Gundry, Mr. Asats. From Hong Kong: Mr. Pearey, Mr. Atkinson, Captain Wilkinson, Mr. Kinack (remained in Egypt), and one second-class passenger. From Galle: One second-class passenger. From Singapore: Mr. Tate, Mr. Robertson, three children, and servant, Captain Bellham. From Penang: Colonel Ripley. To Suez.—From Yokohama: Mr. Gregorio and servant, and two second-class passengers. From Shanghai: Dr. Meyer. To Malta.—From Shanghai: Mr. Carter. To Southampton, per P. and O. steamer Sumatra, expected to arrive Dec. 8.—From Shanghai: Mr. Hawitt, Mrs. Ainslie and child, Mrs. Howes and two children and one second-class passenger. From Hong Kong: Mr. Huntingford, three second-class passengers. From Singapore: Capt. Carey and servant, Mrs. Carey and child. From Galle: Mr. Smedley, Mr. Gibbons and servant, Mr. Quinn and six second-class passengers. By last Bombay mail, to Marseilles, per P. and O. str. Delta, arrived Nov. 19.—From Galle: Mr. G. H. Davidson. To Southampton, per P. and O. steamer Tanjore, arrived Nov. 26.—From Hong Kong: Dr. Kane. By last mail to Marseilles, per P. and O. steamer Syria, arrived Nov. 14: From Ceylon: Mr. Labondaire, Dr. Cowan, Mrs. Maia. To Southampton, per P. and O. steamer Ripon, arrived Nov. 22.—From Hong Kong: Asst. Surg. O'Keefe, Capt. Davies. To Suez.—From Shanghai: Mr. G. Zas.

PASSENGERS OUTWARD.

Per P. and O. steamer Pera, from Southampton, November 20.—To Yokohama: Mr. and Mrs. McDonald, two children, and two servants. To Shanghai: Two second-class passengers. To Hong Kong: Mr. W. H. Hooper, Lieut. Dawson, and one second-class passenger. To Singapore: Mr. F. A. Sheppard, and one second-class passenger. To Ceylon: Mr. Armitage, Mr. H. G. Lavie, Ensign Rook, Mr. and Mrs. Gunter, Musk. Sergt. Salter, wife, and five children, and four second-class passengers. To Calcutta: Mr. and Mrs. Wyman, child, and servant, Mr. and Mrs. Graham, child, and servant, Mr. and Mrs. Duizel and ayah, Mrs. Aitken, child, and servant, Mr. F. H. Morris, Mrs. H. Douglas, child, and ayah, Miss McIntosh, Miss A. Wear, Mrs. Brunskill, Mrs. Rice and servant, Mr. M. R. McNamee, Miss Savi, Miss Montion, Mrs. Kent, two Misses Freer, Mr. Little, Mrs. F. King and two children, Mr. P. H. Cohn, Mrs. Taylor and child, Mr. Bence, Mrs. Folkard, Mr. O. Bowine, Mr. and Mrs. Pitcher, Mrs. Foyser, Staff Assist. Surgeon Parkinson, Mrs. Beddon and servant, Surgeon Webb, Mr. W. H. Pinesent, Mrs. Castle, Mrs. Parker, Mr. Baron, Mr. C. Pickard, wife, and two children, and seventeen second-class passengers. To Madras: Mrs. Williams, Mrs. Hunter Adam, Capt. and Mrs. Hindle, Major McGrath, Mrs. Renton, child, and ayah, Mr. A. R. Hitchins, Mr. and Mrs. Wernum, Mrs. Kennedy, Capt. and Mrs. Goldie and child, Capt. Rivers, and four second-class passengers. From Gibraltar.—To Singapore: Mr. Wright. From Marseilles, Nov. 28.—To Singapore: Mr. Jose, Mrs., and Miss d'Almeida, Mrs. Volge. To Hong Kong: Mr. Tait, Mr. Fodder, Miss Marsh, Mr. B. H. Bruce, Mr.

J. A. Medlen, Mr. B. J. Morris. To Penang: Mr. P. Nicubuy. To Shanghai: Mr. Rodocanachi, Mr. E. L. Livingstone, Mr. W. Harwood. To Calcutta: Mrs. Gregory, two children, and servant, Mr. and Mrs. S. E. Collier, Mr. Melitus and servant, Capt. and Mrs. Hamilton, Mrs. Hay, Mr. and Mrs. Brodhurst, child, and servant, Mr. and Mrs. E. Jackson and child, Miss Boddam, Miss Money and servant, Mr. J. C. Wordie, Mrs. J. Stone, Mr. and Mrs. Beveridge, Capt. Plant, Miss MacKiligan, Rev. J. and Mrs. Roberts, Mr. R. Gray, Mr. and Miss Becher, Capt. Saunders, Mr. Lushington, Miss Cantley and servant, Mr. Laird, Mr. Reid, Hon. A. T. Peterson, Mr. G. Lockie, B. Westbrook, Mrs. and Miss Brooke, Mr. W. Stansfeld, Mr. W. Halford. To Madras: Mr. and Mrs. T. W. Bayes, Dr. and Mrs. Campbell and two servants, Marquis of Huntly, Mrs. Harkness and servant, Miss Campbell, and one second-class passenger. From Suez.—To Calcutta: Mr. Geoghegan, Assistant-surgeon Bellaw, Misses O'Donnell. Per P. and O. steamer, from Southampton, Dec. 4.—To Ceylon: Mr. and Mrs. W. Thompson, Mr. Hoyes, Dr. Assistant-Commissary-General Randall, Mrs. Randall and child, Mr. Chas. Mackwood. To Singapore: Miss Mary Thompson, Rev. B. and Mrs. Morrell, Mrs. Willans and two children, Miss Willans, Mr. Theodore Krane. To Hong Kong: Mr. N. J. Hannen. From Marseilles, Dec. 12.—To Yokohama: Mr. R. E. Price, Mr. King, Mr. Verne, Mr. Mottin, Mr. Jacquesot, Mr. Still. To Shanghai: Rev. F. King, Mr. F. King. Hong Kong: Mr. H. Smith, Mr. and Mrs. G. N. Minto. Per P. and O. steamer from Southampton, Dec. 20.—To Hong Kong: Mr. H. Fox. To Ceylon: Mr. R. E. Crickett, Mrs. F. B. Temple, Miss Temple, Mr. F. Temple, Mr. Mackenzie, Miss Saunders, Miss Lloyd. From Marseilles, Dec. 28.—To Ceylon: Mr. W. T. Sendall, Mr. J. S. Findlay.

THE MAIL CONTRACT.

The terms of the new postal contract have been laid before the House of Commons. The subsidy is £400,000, and the duration twelve years. Details of the negotiations and correspondence will be found at page 620.

Summary of News from the Far East.

JAPAN. YOKOHAMA.

From this port the mail delivered this morning brings dates to October 1. The outward mails of Aug. 10 had not arrived out, but the *Great Republic* had brought London telegrams to the 2nd September. The following items of news are from the *Japan Times*:—

The Admiral has left for China in the *Salamis*. The *Perseus*, which left for Hakodadi on September 3rd to look after the missing *Singapore*, has not yet been heard of.

The Ministers are all in Yedo or Yokohama at present. We have the pleasure to announce the accession of another Power to the number of the Shogoon's allies by the ratification of the treaty between Belgium and Japan. This ceremony took place at Yedo on the 10th inst. at the residence of H.E.M. T'kint von Roedenbeck, the Belgian Minister. There is no doubt in this country a market for many of the productions of Belgian industry; and, united as is Belgium with England by the ties of kindred institutions, kindred aspirations, and a common danger, against which both countries have raised the same shield—that of our noble Volunteer force—we cannot but wish Belgium and Belgians well in the career of commerce in the Far East which has just been inaugurated for them by the occurrence which we chronicle.

Mr. Seare has left for Osaka to organise the Japanese Custom-house and bonded warehouses in readiness for our advent in 1868. We are anxiously expecting letters from him, the information in which cannot fail to be deeply interesting to our readers.

Sir Edmund Hornby has left Yokohama on his return to Shanghai. We hope he will take seriously into consideration the possibility of establishing here a branch of his own court. The difficulty to be overcome is the unwillingness of the Home Government to incur the necessary large expense, but it must not be forgotten that the importance of the Japan trade is increasing every year, and we have as just a claim as Shanghai on the public purse of Great Britain for such a privilege.

The last fortnight has been one of almost incessant rain, which has quite made up for the lack of moisture of which we have had to complain before. The crops look well, but we ourselves have suffered the utmost discomfort from the state of our streets, some of which returned during the wet weather to their normal condition, that of swamps. The columns of the local Jupiter and Saturn have of course been filled with complaints of the condition of the roads and of the helplessness of the Municipal Council. How any member of that august body can retain office, and allow himself to be called a Municipal Councillor, in presence of our visitors from the well-governed capital of California, whose remarks, as they have floundered through the strips of ploughed land we call streets, have been the reverse of complimentary, utterly passes our comprehension.

We must not omit to record the establishment of a branch of the French bank, the Comptoir d'Escompte, which has recently opened its doors in Yokohama for the transaction of business. This bank has always been well conducted in China, and has been found of great service, not only to French merchants, but also to those of other nations. It will doubtless be received here with the same confidence it has met with elsewhere. We wish it equal success.

One of Prince Kanga's officers has arrived here *en route* for England, where he is destined for a three-year educational sojourn.

The principal event exciting attention in military circles is a court-martial now being held on Captain R. Hodson, R.A. There are three charges against him—the first of drunkenness, the second and third of disobedience to orders and absence without leave from parade. The case has already occupied nearly a week and the first charge is not yet disposed of. Under these circumstances we shall hold ourselves excused from saying more about the case at present.

The final examination of the bankrupts Alexander McKechnie and John Reddie Black took place on the 12th ult. The *Japan Herald*, put in such peril, first by Black and afterwards by the official assignee, has been rescued, and is now being carried on by the late Mr. Hansard's son-in-law, for the benefit of the orphan children. We very heartily wish him well through the difficulties which at present beset him.

We give extracts from Judge Hornby's decisions in these two important cases, of McKechnie's case his lordship said:—

"With reference to the bankrupt's discharge, I have to remark that it is impossible for any court of justice to sanction trading of the description which appears to have been carried on by him. In the first place he began without any capital whatever, and on nothing more than a mere promise of support from Hansard and Black, with no written undertaking, agreement, or engagement to that effect whatever. Then, it appears, the business turned out a failure—why, is not clearly shown, whether from ignorance of business generally, from buying bad, selling at unprofitable prices or other causes. At all events, it failed. A meeting of the bankrupt's creditors was then called, at which he was not present, and of the proceedings at which he knows nothing more than Mr. Black chose to tell him. His own letter, written in June, 1867, says that he was bound to carry out certain arrangements made at this meeting (of July, 1866), and yet of these arrangements it appears the bankrupt knew nothing whatever except from Black. Since that meeting he had been acting, he said, under Black's instructions, getting goods wherever he could, and selling them off at once by retail and at auction, generally making a large loss and occasionally a small profit. Now the law of bankruptcy is at present in a most unsatisfactory state—in a state of transition. It has no power whatever to punish such commercial immorality as this, and what therefore can be done? The withholding of a certificate from a bankrupt must be done in such cases. At the same time, in the present case there are two points in extenuation to be considered—the bankrupt's blind faith in Black, and the facilities afforded to him of getting goods. Undoubtedly his creditors will suffer considerably. Therefore—although the punishment is very inadequate, in fact no punishment at all—the Court suspends the bankrupt's discharge for the space of one year, with protection meanwhile."

In the next case, that of Black, his Lordship said,—

"In this case, which is a sad one, a very sad one, and one most difficult to comprehend—unless the bankrupt has been acting in a way which I should be sorry to think he had—he appears to have been admitted a partner to a good business without any capital whatever. In that business he was to have no interest for three years, nor any interest in the plant; and yet, having no interest in his partner's business, he goes and backs the bills of people with whose business he had nothing to do, of whom he knows hardly anything. He becomes security for enormous amounts for McKechnie, puts his partner's name on the back of bills for these amounts, and gives bills of sale on his partner's property—pledging property in which he had no interest whatever, and which by his partnership deed he was expressly forbidden to engage in any way. In extenuation, he pleads that he thought, as a partner, he might pledge the property for the good of the firm, but the partnership deed distinctly forbidding this, it is clear that he must have known he was either acting wrongly to his partner or wrongly to his creditors; I don't see how he can escape from that. I most sincerely hope that throughout this painful affair the bankrupt thought, as he says he did, that he might do what he has done. I can only characterise it as extremely foolish, utterly without discretion, and such as must draw down on him the disapprobation of the law, and I

should hope the disapprobation of his own conscience. It is my duty to put the law in force, and I must do all that I can in this case. I must suspend the bankrupt's discharge for the full term of two years. It would be folly, I think, to refuse him protection during that period. I don't see what good it would do his creditors to put him in prison and deprive him of the use of the undoubted talents which he possesses. I shall therefore grant him protection, but his discharge must be suspended for the full term allowed by law—two years from this date."

On the 30th Sept. was tried, before Sir Edmund Hornby, one of the most difficult and painful cases which we have ever had to report.

Mr. P. B. Walsh, of H.M. Consular service, sued the Oriental Bank for \$450 sworn by him to have been deposited in the bank on the 12th July last. He swore positively that he deposited \$900, including this \$450, in the hands of Mr. Ansell, an assistant accountant. The only evidence he produced was two pass-books, into each of which the sum of \$450 had been entered hurriedly, without comparison with the bank's current account ledger. He produced no proof that he was in possession of the money at that date, and refused to show his books, in which he averred he had no cash account with the bank. He brought no witnesses. For the defence, Mr. Ansell gave evidence that Mr. Walsh deposited only \$450—that he sent him with the money to the compradore. In this statement he was supported by the evidence of the compradore and a shroff.

Farther, Mr. Ansell explained that having a reversal entry to make, from one of Mr. Walsh's books—that of his private account, to another, that of his public account—he must have made the double entry by mistake; and, Mr. Walsh being anxious to get his pass-books and leave, that he made the entries before they had been passed in the bank's books. He produced the usual debit slip for 450 dols. only—the bank's current account ledger and cash book agreeing of course with it. The error remained undiscovered until the 15th September, when, for the first time since the 12th July, Mr. Walsh asked him to have his pass-books made up. The error being then noticed, Mr. Ansell drew his pen through one of the entries; and Mr. Walsh, objecting, appealed to Mr. Robertson, the agent, who listened to him and promised to investigate the matter, requesting Mr. Walsh to assist him by giving him such information as was possible respecting the particulars of the payments. Some correspondence passed, and Mr. Walsh finally refused to give any information, and brought his action. The Judge reserved his decision, which he will leave in writing. It is most anxiously awaited by the whole mercantile community.

NAGASAKI.

From this port we learn that the schooner *Duck* has been sold to Prince Satsuma for \$5,000. The Japanese steamer *Eagle* still on shore, and not likely to float again for some time. The Nagasaki Municipal Council, under the guidance of M. Orthmans (of Shanghai French municipal experience), are projecting great things in the way of wharves, and talk of raising a loan, though where the money is to come from out of such a small community is a matter of some doubt to those interested.

A correspondent writes:—"The day before the *Basilisk* left another British subject narrowly escaped mutilation, if not a worse fate, at the hands of a drunken Yacouin, who drew his sword without the slightest provocation, and attempted to rush upon him, but was restrained by a less inebriated companion. The matter reached the ears of the Minister, by chance I believe, who took it up vigorously and instituted inquiries, which did not however lead to the discovery of the Yacouin. He also told the Governor in unmistakable language that these atrocities must and would be put a stop to."

Another letter, dated Sept. 29, says:—

"We had a hard blow yesterday. The weather however has improved, though the greater portion of the Racket-court has been blown down, level with the foundations. The bricks were laid or rather thrown together in a scandalous manner, and the whole affair must come down, as it has been condemned as dangerous. The contractor will, doubtless, be the chief sufferer, as well as Mr. Norton, whose untiring perseverance against all obstacles is worthy of all praise. The men used as water for the lime, so no wonder it fell down, not one brick binding to another."

"Reports are in circulation (on rather doubtful authority though) that an open rupture is imminent with Satsuma and the Yedo Government, and a steamer left here hastily bound north, crowded with men in fighting rig. Tosa is also dissatisfied, and a row somewhere is certain before the opening of Hiogo and Osaka."

Two members of the Gorogio were still aiding in an investigation into the *Icarus* murder case, and it was *on dit* that the Governor had been called to Yedo.

The following is from Alt and Co.'s Market Report, dated Nagasaki, 30th August:—

Imports.—The improved demand noted in our last has not been maintained, and stocks of almost every description of manufactured goods continue heavy; as the cool weather however, sets in, we anticipate a resumption of business. Camlets: Stocks have slightly decreased, and Scarlet are wanted. Long Ells: The same remarks apply to these. Turkey Red Cambrics, 3 Catty are wanted. T. Cloths are inquired for at quotations. Shanghai Cotton is in small demand. Rice (Saigon) is in large stock, and prices declining. Saltpetre, but little inquired for, with ample stocks.

METALS continue in good request. Nail rod, hoop, and bar iron can be readily placed at quotations. Lead and Spelter are in small demand. English Coal: None in the place, and wanted.

EXPORTS.—We have again to report the same dullness in our Tea market which we noted in our last; a few parcels have been taken in barter for imports, and some small purchases have been made by Chinese and others for the Shanghai market, but no settlements of any magnitude have yet been made. Tobacco is in fair supply, but it is not in demand at the rates asked by holders. Wax has been taken in large quantities at extreme prices. Of Gulls the market is quite bare.

EXCHANGE.—Credits on London, at six months, 4s. 7d. to 4s. 7½d. per dollar. On Shanghai, ten days' sight, par. On Hong Kong, par. Bous have improved in value, and are to-day worth 818 to 820 per 100 dols.

FAREIGHTS.—To London, there is no rate. To Shanghai 2 dols. 50 to 4 dols. per ton of 40 feet. To Hong Kong 4 dols. per ton.

CHINA.

TIENTSIN.

A correspondent at Tientsin writes to the *Evening Express* as follows per *Szechuen*:—Grey Shirtings quoted at taels 2.4.8 to 2.5. Nothing doing in fancy goods and woollens. Cotton goods are reported more favourably on from Shansee, but the Nienfei robbers stop all business, as the Shansee men fear to trust their goods anywhere near their vicinity. The Admiral Sir Harry Keppel, in the *Salamis* with *Manila* in company, has arrived and will shortly proceed to Peking. All the Ministers and suites, except the Prussian, have returned from the hills to their winter quarters in Peking. An Italian Minister with the ratification of the Italian treaty is expected in about a month.

CHEFOO.

There has been a disturbance at Chefoo, and a stoppage of trade for one day, in consequence of a little too great energy in the suppression of the arms trade. The native merchants were seriously irritated by a too rigorous examination of all goods, either landed from ships, or passing through the inland barriers, and closed their hongs and held a public meeting. The question was a difficult one for the Taotai to decide, as trade cannot go on if every package landed is to be opened and pulled about; yet he is held responsible if any arms are smuggled in. Possibly he might do better to rely on espionage than on an impracticable attempt to examine everything. As it is, he has relaxed the stringency of his new regulations, and trade once more flourishes. The Tientsin drilled troops have gone back to Tientsin. Hopes were excited a short time ago that a coal mine had been discovered in close proximity to the port, but further exploration has resulted in disappointment.

The Ta-tai of Chefoo has, at the instance of H.B.M. Vice-Consul, remitted the tonnage dues on the *Finzel*, the first direct ship from Eugand; and it must be conceded that he deserves great credit for this recognition of the importance, to the prosperity of the northern ports, of direct trade between them and Europe. Of course the remission will not be repeated. It is simply a graceful acknowledgment of an epoch in the history of the port—an acknowledgment which is, perhaps, the more creditable to his Excellency, as it is quite possible that his Peking superiors may insist on his paying up the amount out of his own pocket. In the meantime, a second direct ship from England has arrived at Chefoo, laden principally with coal, and others are expected shortly with shirtings. The great test of any new enterprise is success, and if these shipments succeed, we may confidently anticipate a wider and more prosperous future for the three northern ports.

HANKOW.

A full report is published by the *Hankow Times* of the proceedings in the bankruptcy case of Mackellar and Co. The report is far too long to reproduce here, and as the text of decision was received by last mail, we content ourselves with an extract from Mr. Mackellar's defence. The view of the case taken by the *Hankow Times* will be sufficiently evident from the following short quotation:—

"Mr. W. G. Gordon's offence—only offence, that we can see—is that he continued on in business just as long as he could. Mr. Gordon is, we believe, a very sanguine man; and his very sanguine disposition is shown in his hoping to right or better his position by "going in" for tea when he was so embarrassed with debt—even allowing the fact that tea is cheaper this season than it ever was before in Hankow."

(Extract from Mr. Mackellar's Defence.)

"I am placed at a double disadvantage—first, with having to contend with Mr. Myburgh, whose volubility of speech, and powers of vituperation, no one having heard his address can dispute; and, secondly, from having the misfortune of being opposed by such a man as Mr. Evans—a man whom, I think, I have proved to the satisfaction of the Court to be un-

truthful and unworthy of credence, whose character is too well known in Hankow to require any comment from me. . . . Loses: On this head I need scarcely say that the principal have occurred through the enormous depreciations in land; also on teas shipped last season. Again, our losses through bad debts, both foreign and Chinese, have been extremely large. The nature of the former I need not refer to, but the latter consist chiefly of losses on teas over and above margins, which we have been unable to recover from shippers. The majority of such debts have been made since June, 1866.

In addition to the above, I have now, individually, claims on various parties to the extent of taels 13,000. I would point out the fact of our having purchased, each season, nearly one-fourth of all teas sold here, and also that in every preceding year we have been in the habit of having large amounts running with teamen, for periods of frequently six weeks, no anxiety for payment being evinced by them. The reasons for pressure this season are principally the exaggerated reports circulated, and the consequent withdrawal of facilities and stoppage of credit. I am sure it will be universally admitted that at present in China the majority of houses would be forced to succumb if facilities were withdrawn and pressure established. . . . It seems to me that the whole gist of my case lies in the question—Did I go on in business too long, or did I not? Who is to settle the exact day or hour when a bankrupt firm is to suspend? Circumstances, and circumstances only. And, Sir, who, may I ask, are to blame if I did go on in business too long? Why, the foreign creditors, who now oppose my discharge. They had a remedy. Presure on their part would have brought me down long ere circumstances did; but it did not suit them to press. And why? Because they hoped to be paid their claims out of money paid to the Chinese. They were disappointed, and therefore their opposition. If my conduct is bad, how immoral is theirs! What object could I have except the benefit of all, in carrying on business till I was stopped. No one can consider it a pleasant position which I hold now, to stand here to be bespattered with foul abuse. (Stopped by the Court, and an apology tendered at Mr. Myburgh's request.) I may have been foolishly sanguine, but even now I believe that all would have been well; no loss to any would have occurred if the times had not been against me. At the beginning of the tea season tea was cheaper in Hankow than I have known it and statistics better in England. My credit was very good. I bought, you must see, for no other object than to make money for my creditors. . . . The means of paying the teamen for their teas if there had been a profit, however small, is not so difficult as the learned counsel thinks. The tea season lasts from May to January. A firm like ourselves would find no great difficulty in keeping teamen out of a small portion of their tea money until returns came from England, especially if buying as heretofore, and throughout the season. This becomes much simpler when the tea is sold in Shanghai (at a profit); but alas for me, cheap as the tea was here, it was, and in spite of a falling market, has continued to be, cheaper in Shanghai. I, for my own part, do not yet give up our English shipments, and believe that they will yet result well. . . . I have said my say, made my defence, and told a plain unvarnished story. I throw myself on the indulgence of the court, and trusting that where I have missed points in my own defence that your honour will help me, considering my being no lawyer, no orator, and without counsel. Some may say, that, so far, I have not expressed the slightest regret for the heavy losses of my creditors. I hate cant; but I do regret their losses. I may say that more sincere or heartfelt regret cannot be experienced by anyone. Promises made by me now would be mockery; but if the court are gracious to me, and grant me my discharge, though I am now at the bottom of the ladder, I feel that I can yet rise again. And if kind fortune smiles once more, no discharge granted by this court will prevent my attempting to liquidate at least a portion of the debts of my firm; and no factious opposition, however unkind to me now, will ever prevent my doing that which I may consider just hereafter.

CHING-KIANG.

A Ching-kiang correspondent gives the following information regarding the coal mines said to have been recently discovered in the neighbourhood of this port:—"The mines are about twenty miles from here, and are quite near a navigable creek. Our head-quarters, when we were up country visiting them, was a small village called Loong Tan, about half way between this and Nanking, on the banks of a fine broad creek. There are two mines, which we visited and examined. One, at a place called Koo-tszé-tan, is in a gorge between two hills, and is less than two miles from the Nanking canal, with a gentle incline to the water, perfectly suitable for a tramway. The pits there (four in number) had been opened and worked some years ago. They are at present closed and filled with refuse, but from some small specimens which we saw in the vicinity, there can be no doubt but that good coal exists. The other mine is at a place called Pa Whei Li Miao, and is much more promising. The beds were formerly worked before the rebels came, and have been abandoned in consequence of water gaining too much on the workmen. The coal which we saw there is really of excellent quality. Some specimens sent to Shanghai were pronounced equal to English coal. This mine is ten miles from Loong Tan, and three or four from a navigable creek. It is low undulating country, and far more easily worked than the Koo-tszé-tan mine."

SHANGHAI.

Advices hence are to the 9th October. The French mail of 17th August, with telegrams to 7th Sept., arrived on 7th Oct.; later telegrams to 11th Sept. had been received via Kachta.

A full report of the proceedings in the case of Mackellar and Co. had been published, and excited much interest. The creditors are dissatisfied with the sentence, and have appealed against it to the Supreme Court at Shanghai. They hold that he is guilty of fraud, and claim that one of the punishments assigned by law shall be awarded. It is clear that the value or worthlessness of the present sentence rests solely in the hands of the bankrupt himself, who may decline the trouble of earning more than his actual expenses, and so defeat any hope of future dividend that his creditors might entertain. Mr. Gordon's conduct has been severely commented on by the press in the north of China, while sympathy is expressed for Mr. Mackellar, who was in England and no party to his transactions, but is yet equally punished.

The following items of news are from the *North China Herald*:—Some interest has been excited by the movements of a person who lately opened a firm here under the name of Woodward and Co. He attempted to do some business in silk, but he failed, as there was a suspicious lack of ready money. A week or two ago he went to Hankow, and during his absence it was asserted that he was identical with a man named Drummond, who had suddenly left the Government service in Hong Kong under suspicious circumstances. A warrant was taken out for his apprehension on a charge of obtaining goods under false pretences, and he was arrested at Kiukiang. He was brought before the magistrate at Shanghai, committed for trial, and sentenced to three years' penal servitude.

Mr. Kiuder, of the Hong Kong Mint, has been in Shanghai lately, endeavouring to arrange for the introduction of a coin (to be manufactured in Hong Kong) as an equivalent of the Shanghai tael. The specimen of what he proposes is a very handsome piece about as large as an English crown, with the Royal arms of Great Britain on one side and Chinese characters on the reverse.

The decrease which was noticeable in the imports of shirtings in July continued during August. From the Customs returns of trade here, during that month, we find that only 175,000 pieces were imported, against 275,000 during 1866. The same falling off is observable in other descriptions of cotton goods. T-cloths, 22,000 against 37,000; grey and Dutch drills, 889 against 28,000, and American, 8,000 against 10,000. Handkerchiefs, on the other hand, figure for 22,500 dozens against 774 dozens; camlets, 11,000 against 7,000; lastings, 4,800 against 2,400; long ells, 20,000 against 9,000; lustres, 57,000 against 18,000. The import of English coals was only one quarter of that during August, 1866; but other qualities again arrived in nearly the same quantities. Again, too, the import of sugar is largely in excess of that during the corresponding month. 34,000 piculs of black tea have arrived from Hankow, and 57,000 have been exported. About 3,000 piculs of silk have been exported.

The inquiry into the circumstances of the abandonment of the barque *Siam* has been held, and two of the crew imprisoned pending reference to the High Senate at Bremen. The master and mate are left at large, though suspicion is expressed by the Court of their complicity. It is generally felt that they ought to have been detained. In the meantime the *Siam* lies in custody of the British Admiralty Court, pending the decision of the *Dartmouth's* claim for salvage; but the Bremen Consul claims that the case should be heard before his tribunal. Messrs. Pustau and Co., who are acting as agents for the Marine Insurance Office of Hamburg and Bremen, have, we believe, officially requested the Bremen Consul to claim the vessel for the Bremen underwriters, and to protest against a sale, if the British Supreme Court should refuse to give the vessel up to him, or refuse to consent to a joint decision with the Bremen Consul, according to Bremen law.

The S.S.N. Company is keeping up the reputation for bad luck which has well nigh passed into a local proverb. Their steamer *Plymouth Rock* got on shore a few days ago in going down the river, and had to wait till the flood tide made to get off. When eventually she did so she was found to be making water so badly that she had to put back to Shanghai. She has been obliged to discharge cargo, and will probably go into dock.

The Shanghai Club has been reopened under its new management. The ballot boxes for the new committee were opened on the evening of the 1st Oct. with the following results:—Shareholders' Committee: Messrs. Fearon, Hargreaves, Oliphant, Tyson, Lavers, Bell, and Duncanson. Members' Committee: Messrs. Myburgh, J. J. Miller, Hudson, Ashton, and Baker.

A meeting of the Shanghai Volunteer Corps has been held, at which it was decided to let the corps rest in obedience, till more stirring circumstances may call it again into existence. Happily for us, the state of the settlement is such that there is no longer a necessity for those who cannot appreciate the pleasures of drill, to trouble themselves very much about it as a matter of duty; but such is the uncertainty of power in China, that the rebel hordes which now infest many parts of the empire may at any time descend upon Shanghai, and for this reason we should be prepared to protect our own against them.

The American barque *Vesta Visie* has got on shore on the South Bank and been stripped and set fire to by wreckers. The captain and crew were obliged to abandon her to escape them. The wreck and cargo (coals) have been sold at auction for the sum of 425 taels, which, we learn, the purchasers are hardly likely to recover.

In the collision case of the *Tientsin* v. the *Malacca*, judgment has been delivered in favour of the latter; the Court expressing an opinion that the *Tientsin* was much to blame.

The *Shanghai Express* of October 18th says:—"A boat with one foreigner on board returning from Woosung, on Saturday last, was met by a small native craft with five or six men in it, who at once boarded, and commenced to loot, but, finding nothing of value, they began to cut away the masts and sails, &c. The foreigner, who was unarmed, acted energetically, caught hold of one of the pirates by the arms and threw him overboard, and the rest seeing his resolution jumped into their own boat and made off. The matter has been brought to the notice of the Hamburg Consul, the party attacked being subject to that flag, and we trust it will not be allowed to drop here."

On September 30th in the Bankruptcy Court Messrs. Maitland, Bush, and Co. passed their last examination, and applied for their discharge, which was granted, and will be delivered on November 1st provided no appeal is made in the meantime. In the same Court on October 1st a dividend of 8 per cent. was declared in *re* S. Clifton. A meeting held the same day *re* K. R. Mackenzie was, in consequence of the absence of the creditors' assignee, adjourned to the 9th October.

An event in the ship-building annals of Shanghai has taken place in the launch of the steam gunboat *Augusta* from the Old Dock Yard. The vessel is 145 ft. long and 22 ft. in the beam, and is fitted to carry a heavy pivot gun forward and four broad-side guns.

The Grand Canal, which has been gradually drying up since 1857, has now become utterly impassable, vessels drawing a few inches only being unable to find water to float them.

The great event of the fortnight has been the ceremony of opening and dedicating the new Masonic Hall, lately erected on the Bund, some account of which we extract from the *North China Herald*:—

This handsome building, which has been nearly two years in course of erection, has been built entirely out of funds subscribed by the lodges working in Shanghai under the English constitution; and, exclusively of the land on which it is erected, has cost nearly £40,000. The design for the building was originally prepared by Mr. Clark, but being found too expensive to be carried into execution as first proposed, the original drawings and specification were handed over to Mr. Kidner, on Mr. Clark's approaching departure from Shanghai, with instructions to make the modifications necessary to reduce the cost of the building to the sum at the disposal of the committee. The works were commenced on the 1st of April, 1866.

The style of the architecture is Italian. The facade to the Bund is divided by attached columns into seven bays, having double columns at the angles. It consists of a rusticated basement supporting two lofty Ionic and Corinthian orders. The windows have projecting balconies and are very deeply recessed. Extra height is gained by introducing a very deep frieze in the entablature. The whole is surmounted by an open balustrade, the entire height being fifty-six feet. The front portion of the building contains three stories and the block at the back only two, the total height of which is equal to that of the three, storied part.

The ground floor contains the kitchens, servants' rooms, and cellars. At the back is the public hall, measuring 80 feet by 40, and 30 feet high. The first floor contains a vestibule 17 feet square, two rooms facing the Bund, originally intended for reading rooms, each 23 feet by 21, and a library 30 feet 6 inches by 23 feet 6 inches; a wide corridor connects the library, servants' lobby, and vestibule with the grand staircase, which occupies a space on the south side 22 feet 6 inches square, open the full height of the two stories, having a coffered ceiling resting on an entablature supported by Corinthian pilasters. Light is obtained from the centre of the ceiling, which is slightly coved and glazed.

On the second story is the banqueting hall, 61 feet by 23 and 23 feet high, which is by far the handsomest room in the building; it faces the Bund, and occupies the entire width of the front. The ceiling is coved and richly worked with mouldings and pierced ornaments. There are two large fire-places in the end walls, and ample ventilation is provided by means of the open-work in the ceiling. The windows command an ex-

cent view of the river. Adjoining this room are the servant's staircase and lift.

The lodge occupies the whole of the back part of the building, and is, therefore, the same size as the public hall, 80 feet by 40. It has an open wood roof stained and varnished, with the spaces between the principal timbers plastered. At night the lodge will be lighted by eight gas-lamps of five burners each, suspended from the roof. Six fire-places are provided with grates cleverly contrived with sliding doors to shut off the fire when it is necessary to darken the lodge. The dais is recessed seven feet beyond the end wall, and raised three steps above the general level. The walls are effectively panelled, and the floor is painted to an appropriate pattern. The organ gallery is constructed over the entrance lobbies, and is ascended by a small staircase from the body of the lodge. In connection with the lodge are the preparation-room, candidates' waiting-room, cloak-room, and tyler's room, all conveniently arranged. Gas is laid all over the building, and electric bells are fitted to the rooms and corridors.

The ceremony of dedication, at which all members of the craft in Shanghai had been invited to attend, took place yesterday afternoon. The meeting of the Grand Lodge had been fixed for 4 P.M., and shortly after that hour it was opened in due and ancient form by R. W. Bro. Murray, the District Grand Master of English Freemasonry in China, with the assistance of the following officers:—W. Bro. A. R. Tilby, D.D.G.M.; W. Bro. R. S. Gundry, S.G.W.; W. Bro. J. H. Gibbs, J.G.D.; Bro. R. J. Fearon, S.G.D.; Bro. J. A. Maidland, J.G.W.; Bro. C. E. Endicott, G. Secy.; W. Bro. G. H. Butcher, G. Chaplain; W. Bro. J. Nutt, G.D.C.; Bro. R. A. Houstoun, G.L.G.; Bro. G. Jeffrey, G. Tyler.

BANKRUPTCY COURT.—IN RE DENT AND CO.

Mr. Mitchell and Mr. Lawrence appeared for the bankrupts. The Court wished to know if the other partners of the firm concurred in any proceedings that might be taken, which was answered in the affirmative.

Mr. White appeared for Captain Bell (late in the employ of Dent and Co.), who claimed an amount of £2,900 for wages due.

G. Bell.—I was formerly in Dent and Co.'s employ. I left their service on the 18th February, when their steamers were handed over to Russell and Co. The amount claimed is for wages up to June, 1867. I had been in the habit of drawing money from time to time. I was not aware that interest was allowed, till I saw it put in my account current. I never kept account of what I drew. On the 16th of July, I went to settle up, but was informed that I could get no money.

The Court said that, as Capt. Bell left the service without taking out the money due to him, the said money became a deposit and could not therefore be claimed as wages.

The amount, 2,948 taels therefore would be proved as a debt.

G. A. Lambert—I am a ship-builder, I have been receiving 8 per cent. on my account. I claim 1,897 taels.

This was admitted, with interest from 30th June to 9th July.

Alex. Johnston claimed 467.72 taels for various taxes due to the Municipal Council, which was allowed, subject to revision by the official assignees.

P. Johnson claimed 273 taels for passage money home and wages till he reached London, as per agreement made. This was admitted.

Mr. Mitchell claimed on behalf of the bankrupts, that they had passed their first examination, and applied for a second meeting in 60 days from that date.

An adjournment was then made till Monday, December 2nd, at 12 o'clock.

FOOCHOW.

A memorial drawn up by the residents at Foochow, on the revision of the treaty, has been forwarded to the British Minister at Peking. The following is an abstract of the chief suggestions embodied in it:—

Transit Duties on Goods to be Adjusted.

By far the most important grievance under the treaty of Tientsin has been the systematic breach of the 28th Article of the treaty, regarding the "Lekin" duties. This evasion we believe to have been practised at all the treaty ports; but in the province of Fuhkien the illegal exactions which have been added to the already too oppressive legal impost have far exceeded the demands made in other parts of the empire. And, severely as these exactions have been felt in Amoy, they have been even more oppressive in Foochow.

We would suggest the following alterations in the treaty; and we think that anything short of these suggestions will fail to grapple effectually with the crying evils that are involved in the present system.

1st. That the "Lekin" duty on all goods, whether native or foreign, should be equalised at all the ports, at the rate of half the import or export duty on such goods.

2nd. That, while the local authorities collect these duties themselves, there shall be an appeal to the Consul and the Commissioner of Customs, for any irregularity committed in such collection.

British Tariff of 1842 to be Revised.

The principle upon which the duties were calculated in the treaty of 1842 was, that they should approximate as nearly as possible to an *ad valorem* duty of 5 per cent. But while silk now pays a duty of about 2½ per cent., and even when prices were low never paid 5 per cent., tea is charged with a duty of two taels five mace; being about 10 per cent. on the average cost. We trust, therefore, that in the revision of the treaty the boon of a reduction in the duty, so clearly in keeping with the intention of the treaty, will be accorded to us.

Travel into the Interior with Passports.—The Yangtze River to be open to British Trade.

Hitherto the 9th article has been interpreted with great stringency. Indeed so much so, that practically the allowance to travel for purposes of business has been a dead letter. We would suggest that foreigners should now be permitted to travel for business purposes, and should have liberty to rent houses and ground in the interior (without which the former right

would be useless), and that assistance should be accorded to them instead of impediments thrown in their way; while the British Consul would always have the power of withholding a passport, if he were not satisfied of the propriety of granting it, in the particular case. Article 10 does not affect Foochow, but we may suggest that steamers on the Yangtze might now be permitted to carry passengers and goods, for all places on the river, as far as Hankow. We would most strongly deprecate the opening of one or two more treaty ports, with settlements and concessions, as entailing considerable expense on the Governments of both China and Great Britain, without any commensurate advantages; and would much prefer that matters should remain as they are for another period of ten years.

Coast Duties.

We think that coast duties, both native and foreign, between two Chinese ports should be abolished altogether; and as the Chinese Government are now in receipt of a large revenue, they may perhaps be induced to give way on this point, which is so clearly for the benefit of their country.

Working Mines by Foreigners.

In consideration of the great demand for coal for mercantile purposes, with the prospect of an equal, if not a greater number of steamers running upon the coast and rivers of this country, we are of opinion that every inducement ought to be held out to foreigners to bore for coal, or any other mineral, under the direct sanction of their nearest consular authorities.

The popular dread of the "Fung-Shui," which has hitherto interfered with such improvements, could we think be overcome, if the high authorities would exert their great influence in persuading the people of the futility of their objections. The saving between the English and Chinese systems of obtaining coal would, we are convinced, make all the difference to many steam companies of paying a good dividend and sinking money.

Making of Roads.

The claim of a foreign community upon the Chinese Government to construct roads for its pleasure and healthful recreation may by many persons be looked upon as a secondary consideration; but in the altered state of trade, and the prospects of a large number of foreigners spending years in the country, it becomes an important question whether the local authorities could not, at a trifling expense to themselves (but what would be a vast outlay to foreigners, owing to the "squeezes" of landowners) construct good roads for riding and driving across the island. We think the large income derived through the residence of foreign firms at this port does away with any excuse the Chinese may make as to want of means. If spread over two or three years, the cost would amount to but a small fraction of the Government's receipts.

FORMOSA.

Reports of an interesting nature again reach us from and respecting Formosa. Captain Horn has returned to Amoy, having recovered from its Chinese ransomers the body of poor Mrs. Hunt, as well as the various items of property belonging to the shipwrecked crew of the *Rover*, hitherto in the hands of the savages. He has also rendered another service to humanity by bringing away with him eight Bashee islanders who had been shipwrecked in the same neighbourhood as the unfortunate American vessel. Thus far then there is cause for satisfaction, as no uncertainties or doubts respecting the fate of any of the massacred crew remain to distress the minds of their friends, and with the recovery of Mrs. Hunt's body ceases any necessity for further inquiry. The importance, however, of inflicting upon the barbarous savages of south Formosa a punishment which shall both avenge the past and be a warning for the future has not been lost sight of by the American authorities, and though doubtful as to the adequacy of the force employed, we are glad to learn that such is the case. General Le Gendre, the U.S. Consul at Amoy, has, after some solicitation, obtained from the Taotai of Taiwan a force of some 450 or 500 Chinese soldiers, and a promise that more shall be immediately despatched to the south cape—say a total force of about a thousand Chinese braves. These are to form the nucleus of an avenging force, which is, it is said, to be supported by an American squadron, which will both afford a reinforcement, in the shape of "Naval Brigades," and cover the landing and any other operations within range of its guns. Mr. Pickering accompanies the American Consul as interpreter, the latter taking the command of the force—a post for which his military experience well qualifies him.

HONG KONG.

Dates from this report are to the 15th October. The outward mail of Aug. 26 was delivered on Oct. 7, with London telegrams to Sept. 19. The *Great Republic* arrived on the 5th Oct., with 600 Chinese passengers, but brought no late telegrams.

The principal topic of interest is the occurrence of the second disastrous typhoon, the bare announcement of which has already been reported by telegraph. In another column will be found a detailed account of it, extracted from the *Overland China Mail*.

The following items of general news are from the same paper:—The colonists are naturally becoming curious to know when the long expected memorial respecting the revision of the treaty will see the light. We are able to state that, owing to

public attention having been much occupied by the new Stamp-tax, it has been found difficult to convene a meeting of the Chamber of Commerce prior to the departure of the mail. The rough draft of the memorial is, however, finished, and it will be submitted to the committee shortly. We trust that the necessary discussions will be finished in time to forward the document by the next mail leaving Hong Kong.

We hear that Mr. Bowra, now serving in the Imperial Maritime Customs at Canton, has been appointed acting Commissioner at Ningpo, for which post he will leave shortly. Mr. Tainter will take his place as Customs Interpreter at Canton, Mr. Brown, the Deputy Commissioner at Shanghai, being ordered to act for Mr. Commissioner Glover during the absence of that gentleman at Peking, whither he proceeded a short time since.

On the 2nd October some hundreds of tons of earth fell from a hill in the Chinese quarter of the town, knocking down and burying several houses and human beings—Chinamen, thirty at least. Several were taken out from the debris dead. An inquest has been held upon their bodies, and a verdict inculcating the Surveyor-General returned; but being only Chinamen who suffered, not much excitement has been occasioned by the catastrophe.

The colony's supply of gas was cut off in a somewhat novel manner on the evening of the 29th Sept. by the break and burial of about 50 or 100 yards of the main pipe. Excavations from the Praya landwards have been going on for some time past on the Battery-road, about half-way between the West Point, Nullah and the gas works; and so dangerously near had those excavations come to the main that on the evening named about 50 tons of the hill gave way, and with it a large portion of the main pipe. Fortunately, no one happened at the time to be under the hill, else loss of life might have to be added to the regrets which follow such an accident. The gas was turned off at the works so soon as the accident was discovered, and consequently the street lamps and consumers' metres on the lower roads were very soon exhausted, considerably darkening the town. The damage has been repaired, and the supply of gas is secured again.

The Stamp Act came into operation on the 10th of October. Only one complaint has been publicly made respecting it, and that arose from the banks demanding a stamp of three cents or one dollar—they did not know which—on cheques. Cheques are not included within the schedule of the Act.

An insurrection is reported to have broken out among the Li savages inhabiting the interior of the island of Hainan, which is likely to give some trouble to the Chinese authorities, as these wild mountaineers are a peculiarly fierce and indomitable race.

The *China Mail* asserts that the operation of the "Gambling Ordinance" has led to some totally unexpected results, by arousing a desire for gaming among the European inhabitants of the colony. The *Mail* says:—

"The gambling houses are, undoubtedly contributing to results other than the demoralisation of the natives. Many Europeans visit them, and although their visits are passed off as the effect of mere curiosity to ascertain how the establishments are conducted, there is reason to believe that a hankering after a little quiet excitement is at the bottom of the causes which lead those who have once satisfied their curiosity to repeat their visits. Although licensed by Government, these houses are considered disreputable by all the respectable Chinese of the colony; and the feeling that one is patronising an establishment which is tabooed to your horseboy by the comrade who secures him, is not calculated to increase one's own self-respect. At some of the houses foreigners are shown into a sort of upstairs balcony or verandah, and the sums they stake are lowered down into the 'pit' by an attendant Chinaman. A few nights since a foreigner won \$1,800 at a single swoop to the great dismay of the bank keepers, who refused to continue play any longer. We could, however, record losses, which if not as large as the sum above-named are sufficient to prove that the losers have thrown themselves into gambling operations *con amore*. We would also remind military men of the danger to which soldiers are now exposed since these shops have been opened. A large proportion of the foreigners present invariably consists of men of the regiments stationed here, and to these the taste thus fostered must necessarily be more pernicious than to the educated classes whose resources in the way of amusement are so far more varied and extensive. In conclusion we would warn our readers of two things. Firstly, that they cannot here, as at Macao, frequent gaming tables without fear of recognition, as the police and others employed make it their business to note as far as possible the individuals who visit them; and secondly, that however little they may object to the mere act of gaming, the heads of houses, commanding officers, and others in authority, are not likely to view with favour a habit which lessens Europeans in native eyes, opens the door to suspicious hitherto unthought of, and which, even by those who have most strongly advocated licensed gambling, is admitted to be both disreputable and ruinous in its eventual results."

THE SECOND TYPHOON.

Following the late typhoon, there came another storm, which though

not so fierce in its fury, was more destructive to property on shore. The gale commenced on the evening of September 30, and reached its utmost fury shortly after noon on the next day. The heaviest gusts blew about 4 P.M., although the major part of the damage to the Praya wall took place between 12 and 1 P.M. Of this large portions of the coping have been washed away between Messrs. Lapraik's pier and the P. and O. office, while much havoc has been committed further to the westward. Most of the Chinese sampans and cargo boats were safely moored on the Kowloon side, as was also the Canton steamer. The results of the gale have proved even more disastrous on shore than had been anticipated.

Nearly the whole of the sea wall from Messrs. Lapraik's wharf as far as the H.K.C. and M. steamboat pier had its copings washed away, and the roadway has suffered severely, it being in many places cut up. The verandah of Messrs. Cama's house formed quite an imposing mass of ruin on the road. The houses situated on the old site of the Union Church had their verandahs ripped off, and the flagstaff of the Spanish consulate was blown down. The City-hall and Messrs. Augustine Heard's house were "as usual" after a heavy fall of rain and gale of wind; the scaffolding having suffered even more than in the late typhoon. The neighbourhood of Pedder's-hill and Wyndham-street suffered severely, the roadway being filled with broken tiles and roofing, our own office having suffered amongst the rest.

At Sowkewan one or two houses were blown down, and a large number unroofed. Several Chinese were killed in the fall, but we cannot ascertain the precise number. At Wanchi one or two houses were blown down, but no loss of life is as yet reported. At the Albany part of the house occupied by Mr. Sangster has been blown down, and the house of Mr. Masson has had its roof blown off and chimney carried away; several of the neighbouring houses have suffered to a similar extent. Seymour-road, Castle-road, and Upper-road have felt the effects of the gale severely. At Captain Thomsett's the retaining wall has been blown down, and the top of the cook-houses has followed its example. Three Chinese were killed by the falling debris. Part of the Reformatory wall has given way, as was expected.

We understand that the whole or a part of Messrs. Cama's house will have to be pulled down, the front portion being considered unsafe. Two houses in Mosque-street have been partially destroyed by the gale, and one of the houses erected on the scene of the late fire at Queen's-road west, is so seriously shaken, that it is hourly expected to fall down.

So strong was the fury of the gale, that at 2 P.M. the police party at the Praya were compelled for safety to lie down on the pier, where they were engaged in efforts to save the boats, &c., driving before the wind and waves. Experienced sailors have declared that they have seldom seen a gale of such fury. In its effect, it fully equalled those of a typhoon. We may note that the seaward and eastern faces of the clock tower were actually blown in by the force of the wind.

At the Aberdeen Docks the old engine-house fell about 2 P.M.; the blacksmith's shop also suffered, the roof being blown off, and one end having come to the ground. The boiler shed, iron store, coal store, and dock store buildings were all unroofed. The new engine-house has fallen as well as the old one. The damage done is very extensive, but its amount cannot be ascertained until the debris is cleared away. The two large matcheds built on the side of the hill for the accommodation of the men of H.I.M.S. *Guerriere* (at present in the Hope Dock) are also blown down. The Hope and Lamont Docks are uninjured, although the seas in some cases broke to a height of twenty feet over the caissons. Two Chinese were seen to go down just under the stern of the Hong Kong and Whampoa Dock Co.'s chop *Celestial*.

The casualties amongst the shipping were less than might have been reasonably expected. To commence with the latter, the U.S. ship *Battler* was driven high and dry on Stonecutters' Island, and strange to say seems, except in her very awkward position, to be but slightly damaged. She has lost anchors, cables, &c., as a matter of course, but made no water during the night, despite the rough usage she encountered. A barque stated to be the *Lancaster* was ashore in Kowloon bay, and the steamer *Achilles* and the Dutch barque *Tonia* were both injured by other vessels coming into collision with them. An immense number of sampans, cargo-boats, and native junks have come to grief. Bodies of Chinese were seen floating past the naval yard at an early hour next morning, but it is (as usual) impossible to arrive at any of the statistics of the loss of native life.

The *Royal Saxon*, which vessel was not in a condition to resist so heavy a gale, commenced to leak seriously, and a gang of convicts have been kept on board her all day pumping. At 10 A.M. on the 1st, Inspectors Payne and Shead proceeded to the Praya to see if any assistance could be rendered to boats in danger. The first object attempted to be saved was the dockyard boat, but it was speedily smashed to pieces. Their next attempt was more successful; a boat and five Chinese being saved. The wreck of Messrs. Morgan, Lambert's cargo-boat, filled with cotton, afforded proof that the Chinese thieves have an eye to business in all weathers. The bottom of the boat came out, and the cotton "went to sea" in a manner quite foreign to the intentions of its owner. Everything was done to save it which was possible, but the masts alone rewarded the efforts at salvage. While the boat was sinking a Chinaman was apprehended in the act of stealing the cotton, and his person was forthwith appropriated by the guardians of the peace. The crew of a boat were saved by them near Dent's wharf. In one case a Chinese had been washed within reach and one of the inspectors grappled him by the seat of his trousers. But alas! his tailor, or wear and tear, had prevented these garments from being of sufficient strength to bear a man's weight; they parted, and the unfortunate native sank to rise no more, while the shred of cloth remained in the grasp of the man who had pluckily endeavoured to rescue him.

PHILIPPINES.

MANILA.

From Manila we have advices to the 8th October, confirming the telegraphic news already received of a destructive typhoon, earthquakes, and inundations. The mail steamer *Malespina*

had been missing for 21 days, and was given up as lost. A correspondent writes as follows:—

We are getting very anxious as to the fate of the mail steamer *Malaspina*, as we have advices that she was to leave Hong Kong (with our London mail of 10th Aug.) on the 18th ultimo, and would be due here on the 22nd at least; but as we have had several typhoons outside lately, it is possible she may have encountered one. If so she would have a very poor chance of weathering it, as her bulwarks are enormously high and with little or no outlet for any seas which may break over her.

For some time previous to August 23rd the weather had worn a most threatening aspect, the barometers falling and every appearance of something brewing. We were not deceived, for on the afternoon of that day it came on to blow from N.W. in earnest, with a perfect deluge of rain, and this lasted with more or less severity, wind veering westerly, until the 26th, during which time no less than sixteen inches of rain had fallen. The consequence was that some parts of Manila and its entire neighbourhood for miles was visited by one of the heaviest inundations ever known, the water being over the main roads just outside the town three to four feet deep. This has caused great distress amongst the poorer class of Indians, who have lost their houses, &c., which at all times are most light and fragile, being built of nepa and bamboo, consequently could not stand the action of the elements.

The ship *Sooloo* from Hong Kong arrived here on the 23rd ult., reporting that the English mail of 10th August had arrived, and was to leave on the 18th for this port per *Malepina*. The ship *Ashburton*, also arrived on the same day, reports having encountered no less than three typhoons on the passage over. British ship *Sarahina*, hence to Australia, sugar laden, has returned to port, having encountered a heavy typhoon outside; she is leaky, and is discharging. She reports having been in company with the *Fort Regent*, hence to London, also sugar laden, the latter making bad weather of it. The British brig *Water Lily*, Amoy to Saigon, has put in here totally dismantled and decks clean swept. On the morning of the 1st October Captain Showers, with part of the crew (eight) of the British ship *Stuart Wortley*, hence to New York with a full cargo of hemp (11,000 pls.), arrived in the ship's long boat. Captain Showers reports the total loss of his ship on North Danger Reef, China Sea—all hands (24) saved; the remainder (14) elected to stay on the island in charge of the chief officer until assistance arrived. The Spanish Government here promptly placed their man-of-war steamer *Vencedora* at the disposal of H.M.B. Consul Ricketts (he providing coal, some 80 tons); she was despatched hence on the 3rd Oct. at 4 P.M. to the scene of the disaster, taking Capt. Showers on board; we trust they may have a quick run down and succeed in rescuing the poor fellows, who, no doubt, will be on the look out. Some Chinese were found located on the island (turtle fishers) and will be able to supply the shipwrecked mariners with fish maws, &c., as they had a stock. A court of inquiry will be held by H.B.M. Consul into the loss of this ship on return of the captain.

On the morning of the 4th October, we experienced two rather severe shocks of earthquake, one occurring at 3.30 and the other at 4 A.M., doing no damage, but merely shaking the houses and rattling doors and windows; it is not, however, by any means pleasant to be aroused out of one's sleep by such visits as these.

STRAITS SETTLEMENTS.

SINGAPORE.

From this port we have advices to Oct. 23rd. The outward mails of Sept. 10 and 17 were delivered on the 16th and 20th Oct. respectively, the latter conveying London telegrams to Oct. 5. The *Straits Times* has the following summary of news:—

The Legislative Council has been pretty busily occupied since the return of the Governor from Malacca, having sat on no fewer than four days in one week. The chief result of these labours has been the passing of the Excise Act, a measure of no interest to home readers, but which closely affects our revenue. The Act will do away with many anomalies, and clearly defining the privileges of the farmers and the rights of the public, will no doubt increase the value of the farms. Two bills affecting the practice and composition of the local bar have been referred to committee, and a feeling prevails that both these, and one which may shortly be introduced for the re-constitution of the Supreme Court, should be postponed, there being no pressing call for their enactment, until the Council can have the benefit of the long legal experience on the local bench of the Chief Justice, who is now on leave of absence at home.

The intelligence that Colonel Macpherson, resident councillor of Singapore for many years under the government of India, had been confirmed

in the appointment of Colonial Secretary, which was made public after the departure of last mail, has given very general satisfaction. On the 14th instant, Colonel Macpherson's experience was availed of, and he was despatched in the colonial steamer *Peiho* to the west coast of the peninsula on a mission to the Sultan of Selangore, with a view to institute measures that would prevent disturbances such as those which prevailed in the Klang district some six months ago, to the interruption of trade. The mission proved entirely successful, and it is not likely that the valuable tin trade of that district will be again disturbed for some time to come. An arrangement has also been come to with the Rajah of Quedah, who has conceded to the reasonable demands of the local government, and had his pension restored to him. By this arrangement, too, the limits of Province Wellesley have been materially extended.

The fourth Criminal Session of the year was opened at the Court House on the 16th instant, by Sir William Hackett. No very important cases were on the calendar: but one which charged the second officer of the steamer *John Bright*, with the robbery of jewels from that vessel to the value of 5,000 dolrs., commanded a considerable amount of interest. This robbery was committed about a year ago on a voyage from Bombay to Calcutta, and all hope of discovering the perpetrator had been abandoned; it is most creditable, therefore, to the acumen of the Singapore police force, that, unaided by any official notification of the crime, and guided only by the reports of it in the local newspapers, they should have fixed upon the real culprit during his passage through this place, for the men pleaded guilty when arraigned yesterday.

BIRTHS, MARRIAGES, AND DEATHS.

(Announcements for subscribers are made free of charge.)

BIRTHS.

ANNESLEY—On the 27th Sept., at Nagasaki, the wife of Adolphus A. Annesley, Esq., of a son.
 BARING—On the 15th Nov., at 11, Cavendish-square, Mrs. Thomas Charles Baring, of a daughter.
 BROADBENT—On the 25th Nov., the wife of J. F. Broadbent, Birkdale, Southport (late of Shanghai), of a son.
 BUSH—On the 1st Sept., at Newchwang, the wife of Henry Edward Bush, of a daughter.
 COUTTS—On the 6th Oct., at Shanghai, the wife of J. C. Coutts, Esq., of a son.
 D'EGA—On the 28th Sept., at Hong Kong, the wife of Mr. D. A. d'Ega, of a son.
 HALL—On the 18th Nov., at 2, Hope Villa, Southsea, the wife of Lieut. W. H. Hall, R.N., of a daughter.
 HOOPEE—On the 19th Nov., at Manor Park, Lee, S.E., the wife of John R. Hooper, Esq., of a son.
 INNOCENT—On the 27th Sept., at Shanghai, the wife of the Rev. J. Innocent, of a son.
 LITTLE—On the 20th Nov., the wife of J. M. Little, Esq., of Bonnington House, Vanbrugh-fields, Blackheath, of a son, stillborn.
 RISK—On the 21st Nov., at 8, Sussex-terrace, Plymouth, the wife of W. B. Risk, Esq., R.N., Secretary to the Commander-in-Chief, China Station, of a daughter.
 SHEPPARD—On the 21st Nov., at Brackley Lodge, Walton-on-Thames, the wife of Samuel Gurney Sheppard, Esq., of a son.
 SILVA—On the 29th Sept., at Macao, the wife of Joaquim Pires da Silva, Esq., of a daughter.

MARRIAGES.

BORLASE—EADY—On the 12th Nov., at Madron, Cornwall, by the Rev. George Nugee, M.A., vicar of Wymering, Hant., George Borlase, Commander Royal Navy, second son of the late Samuel Borlase, of Pendennis and Castle Horneck, Esq., to Marian, youngest daughter of the late William Eady, of Camphourne, Hornsey, Esq.
 BROOM—WHITE—On the 21st Nov., at the Parish Church, Brighton, by the vicar, George Broom, Esq., of Gaunt House, Wargrave, Berks, to Evelyn Margaret, second daughter of James White, Esq., M.P.

DEATHS.

CHAPMAN—On the 14th Nov., at sea, Henry Young Chapman, Esq., Surgeon of the Peninsular and Oriental Company's steamer *Poonah*, youngest son of the late Sir John Chapman, J.P., of Windsor, Berkshire.
 FREEMAN—On the 30th Oct., at San Francisco, California, Simon B. Freeman, aged 63.
 PEARCE—On the 15th Oct., at Hong Kong, James William, the infant son of James and Louisa Pearce, aged 23 days.
 PRICHARD—On the 7th Nov., at Suez, on his way home, after a short illness, John Bayley Prichard, Esq., of the Peninsular and Oriental Company's Service, aged 23, fourth son of the late William Taylor Prichard, Esq., of Inverness-terrace.
 RITCHIE—On the 30th Sept., at Shanghai, the wife of Mr. John Ritchie.
 RITCHIE—On the 3rd Oct., at Shanghai, John Ritchie, aged 50 years.

Commercial Report.

CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Cotton Yarn: For all counts but 28-32s demand has ceased, and a fall of \$1 to 2 has been established. For 28-32s full inquiry continues, and prices are maintained. Grey Shirtings are in less demand, and prices weak, although no business has been done below quotations. Stocks are moderate. Dyed Cottons are in the same position as plain. Black Velvets maintain their position at an advance of \$0.50. Stocks are light. These goods may safely be sent regularly to this market; they have become a staple. Taffelclasse shows slight symptoms of recovery; a trifling advance on last rates has taken place. As we observed some time ago, the Japanese buy our yarns to make similar goods themselves. Camlets, S.S., in fair assortment, are wanted as usual. For the favourite colours the demand continues, and Black has advanced to \$18.18 50.

SHANGHAI.—Soft Goods: The market has continued very quiet; very little doing in any description of goods except Grey Shirtings, in which a fair amount of business has been transacted during the fortnight at rates much on a par with those current last mail. At one time 8.4 lbs. Eagle Chop touched taels 2.67 per piece, but this figure was not maintained, and the closing quotations of 2.55 to 2.60 for ordinary to best makes may be taken as fairly representing the market; 7lbs. are still in small supply, and asked for at last rates. T-Cloths: Arrivals have been ample, and prices of fine cloth have a downward tendency; ordinary cloth is still worth taels 2 to 2.05 per piece. White Shirtings: Sales very small at last quotations. Fancy Goods: Have not improved in demand or value, and the usual inquiry for the northern markets has not yet set in. Woollens: Small sales are reported of Camlets and Long Ells, but the rates paid continue to be far from remunerative. Metals: Iron Nail Rod: The market is without change. The vessels arrived having added but little to stocks quotations realisable. Coals: The market generally is less active, and prices for most kinds rather depressed.

HANKOW.—Since our last report extreme dulness has characterised the trade of this port, and in almost every article lower prices have been es-

established without leading to the demand usually current at the season. Money is very scarce among the natives, and the position of many of the banks and shippers is considered precarious; in addition to which, advices from the inland marts are very unsatisfactory, due in a great measure to the failure of the crops through the long-continued drought.

CANTON.—The market has been very quiet, the only thing noticeable being a fall of about a dollar and a half in the price of Cotton. There is no Quicksilver in stock, and an advance on quotations would readily be given for it.

HONG KONG.—Last mail's report on Grey Goods, and Manufactures generally, must be confirmed and repeated by this. Holders have continued desirous to effect sales both of goods on the spot and "to arrive," and have submitted to a further decline in rates, which is more marked this mail than it was last, and amounts to \$5 all round in Yarn, 5 to 10 cents. in 8.4 lb. Grey Shirtings (the heavier qualities remaining firm), and about 10 cents. in T-Cloths. The dealers have shown little or no desire to enter the market, and business has been stimulated more by the anxiety of holders to reduce stocks than from any "healthy" demand. White Shirtings remain as before, and nothing new to notice in Fancy Cottons save a sale of 1,000 pieces Turkey Red Shirtings at \$3.40, which raises quotations slightly. Raw Cotton: Large shipments continue daily to arrive, and stocks are rapidly accumulating. Only a moderate demand is now found for the staple, and a further decline in rates of \$1 to 1½ per picul has been established. No sales of China Cotton are reported. Woollens: Although there is generally a brisk market for woollen goods at this time of the year, there is as yet no appearance thereof. Dealers hold back, and, as is the case with Cotton Goods, to effect sales a reduction in price must be submitted to. Metals: Considerable settlements of iron of all sorts have taken place, but without weakening the market. Lead is now firmly held, as stocks are supposed to be reduced very low, and considerable shipments on the way. No sales are reported at Hong Kong, but 800 piculs have been placed in Canton. Quicksilver is also in demand in that city. Coals remain very dull, and quotations nominal, no sales except being reported. The only arrivals have been to consumers.

CHINA AND JAPAN EXPORTS.

TEA.

YOKOHAMA.—We have to report a business a little in excess of last mail's, and prices, which looked weaker have recovered and close firm as at that date. Arrivals were of course checked to some extent by the bad weather, but less than was expected, and supplies are now coming forward freely. They consist almost entirely of Medium, Good Medium, and Fine descriptions. The stock at present is about 6,000 piculs—purchases have been nearly 4,000. The Conrad left for London on the 29th ult., were 294,506 lbs. Quotations laid down in London are:—Finest on offer, 1s. 6½d. to 1s. 6½d.; Fine, 1s. 5½d. to 1s. 6½d.; Good Medium, 1s. 3½d. to 1s. 5d.; Medium, 1s. 2½d. to 1s. 3½d.; Good Common (nominal), 1s. 2d. to 1s. 2½d.

SHANGHAI.—Black Teas: A very small business has been done in Congous during the fortnight, the reported telegrams being somewhat contradictory, and written advices not in any way confirming the desirability of operating. Prices for the teas bought, however, have been fully up to last mails. Settlements have been as follows:—Exchange 6s. 3d. and freights £3 per ton; 3,400 chests common to fair Huhow and Oonam, at 1½d. to 1s. 1d.; 3,700 chests fair to medium Ningchow and Oopack, at 1s. 1d. to 1s. 3½d.; reshipments, 700 chests; stock, 30,000 chests. Green Teas: A very large business has been done, American buyers, anxious to have something in the first ships, having at length entered the market. Prices were at first the same as last mail, and one or two settlements were made on very favourable terms, but later there was established an advance of fully one tael on good and fine kinds. The demand has been chiefly for the latter; most of the best chops have been now cleared from the market, but fresh arrivals of fine Teenkais are expected. Seng Seng Mow Kee is among the settlements at 39 taels, but it is inferior to last year's, both in quality and proportion. The Moyune teas, which are coming down fast, seem much inferior to last season's quality. Shipments to England continue. The fortnight's settlements comprise:—11,400 half-chests Moyune fair to finest, 1s. 1½d. to 2s. 4½d.; 2,500 do. Fychow fair to good, 1s. 7½d. to 2s. 0½d.; 22,800 do. Teenkai good to finest, 2s. 0½d. to 2s. 3d.; 6,000 do. Pingsuey common to fair, 1s. 9½d. to 2s. 0½d.

HANKOW.—The latest date is 3rd October. The market had been quiet, but the stock being moderate in extent and unencumbered, the tea men had been able to hold for former prices, and for some parcels of the common grades had obtained an advance of nearly one tael per picul. Settlements, consisting chiefly of fair Oopack kinds, at 14 to 15.25 taels per picul, amounted to 8,400 chests, contracts and native shipments making nearly 6,000 chests more. Quotations are—Oopack, common to fair, 1s. 0½d. to 1s. 3d. per lb.; Oonams, common to fair Oonfa, 1s. 1½d. per lb.; Oonams, common, 1s. to 1s. 0½d. per lb.

FOOCHOW.—Congou: The continued gloomy advices from home do not seem to have the slightest effect upon this market, and we have to report a large business for the fortnight at firmer prices. Teas are coming down freely, but the falling off in arrival is still some 35,000 chests as compared with same date last year. Souchong: In some demand for the Continent, at rates on a par with those previously ruling. Pekoe: Only one small chop taken for India. Oolong: The chief feature of the fortnight has been the opening of the market for New York on the 2nd October at taels 24 to 29. Buying has since become general and settlements amount to 73,000 half-chests. Prices are nominally 5 taels lower than last year, but taking into consideration the inferiority of the crop, we make them actually only taels 2 to 3 cheaper. Quotations are, fair to good cargo taels 19 and 20 to 23. Superior taels 20. Fine to extra fine taels 30 to 40. Extra finest taels 45.

KIUKIANG.—Black Teas: Nearly 7,000 packages had arrived during the fortnight, but no settlements had taken place, and all but 900 packages had been shipped to Shanghai. Green Teas: Arrivals had continued to a very considerable extent, but many of the teas merely passed through the port, not being offered for sale or even shown. In all, 10 chops had found buyers, medium to fine Moyunes at from 27 to 33 tla. per picul; holders

being at the close very firm for fine to finest teas, but ready to accept a decline in medium kinds.

CANTON.—A steady business has been transacted at the reduced rates noticed in our last; buyers have bought leisurely and thus prices given have ruled very regularly. Country Congous: Two more chops have arrived, one of which is packed in half chests; one chop, or part of a chop, has found a buyer at 20 taels; little or no demand exists; stock is 5 chops or 3,040 packages, of which two chops are packed in half chests. Country Greens: There is nothing new to remark about these kinds; old stock remaining as last advised, 800 packages. Canton-made Teas: The decline noticed in our last has continued, and a moderate business has resulted. Stocks of both kinds of Scented Teas are small, about 10,000 boxes of each sort, and although freights are higher, tael prices compare favourably with those ruling at same date last year, while Canton statistics do not present an unhealthy appearance. Quotations:—Country Congous, tla. 20; Scented Orange Pekoes, tla. 17½ to 34; Scented Caspers, tla. 12½ to 29; Gunpowder, tla. 20 to 24; Imperial, tla. 21.

SILK.

YOKOHAMA.—We were able to report a slight indication of weakness in this market at the close of last mail's business. A few foreigners having, however, been steadily buying, and arrivals having been to some extent checked by the rains, there is no further tendency downwards. We make no change whatever in quotations. As before, the bulk of the business has been done in Best and Good Medium hank sorts, Oshus and Koshus. The first Achezan silk has appeared, and a few bales of superlative quality have been bought for America at the high price of \$737.50. A slight advance is demanded for what remains. Total settlements we estimate at 450 piculs, and the unsold stock at 825. The weather having changed for the better, with every prospect of continuing fair, we anticipate free arrivals. The reports of a larger crop than last year's are confirmed.

SHANGHAI.—Early in the mail but little business was transacted, with the exception of about 150 to 200 bales, supposed to have been bought for the Bombay market, foreigners steadily holding off for a material concession in rates, which the natives were unwilling to submit to. Subsequently, however, observing the determination on the part of intending purchasers not to operate unless prices were much lower, the Chinese reduced their quotations, and in consequence a fair business has resulted, the settlements being estimated at 1,500 bales. Prices paid show a reduction of, —10 to 20 taels for chop taates; 20 to 30 taels for market and common taates; 10 to 20 taels for Karshing tayssams; 10 to 15 taels for Hainings and Yuentas, and the market closes weak. The advance in prices paid last mail for good silks has induced large arrivals, and consequently the unsold stock has increased to 5,000 bales.

CANTON.—This market continues very firm. The more discouraging home advices appear the firmer silken seem to be, while on account of the season getting so far advanced (most of the fifth crop being now at market), with only a small sixth crop to look forward to, the various strict markets seem actuated by the same strong desire to hold back for still more absurd rates. Hence the very limited business that has been transacted during the fortnight. Stocks, however, are decidedly heavy (with the exception of Loong-kongs), and it remains yet to be seen how far native holders will give way to meet intending purchasers' ideas.

EXPORT OF TEA AND SILK TO GREAT BRITAIN. SEASON 1867-68.

	From Kana-gawa & Nagasaki.	From Shanghai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to Sept. 30, 1867	294506	36339249	39311699		7474384	73309738	94091
Corresponding period last season		31730780	39327878		8641033	73599661	16908

SHIPMENTS SINCE.

Ship.	From		
Sept. 7 ... Amazone	... Foochow	...	377,600*
— 23 ... Conrad	... Yokohama	...	294,506*
— 25 ... Achilles (str.)	... Shanghai	...	834,384*
— 26 ... Georgia	... do	...	680,838*
— 27 ... Prudhoe	... Foochow	...	767,900*
— 27 ... Delhi (ml. str.)	... Shanghai, &c.	...	1,330*
Oct. 3 ... Achilles (str.)	... Hong Kong	...	75,904
— 3 ... Canadian	... Foochow	...	963,900
— 4 ... Albana	... Shanghai	...	1,037,917
— 5 ... Ettie	... Foochow	...	803,700
— 5 ... Naomi	... do	...	937,800
— 5 ... Allendale	... Shanghai	...	691,301
— 15 ... Sunda (ml. str.)	... do, &c.	...	2,843

* Included in above total.

TO UNITED STATES.

From June 1 to Sept. 30, 1867	...	...	...	...	1391186	Pols. 278½
Corresponding period last season	...	...	...	...	4367373	188½

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

From June 1 to Sept. 30, 1867	...	...	...	...	260390	Bales —
Corresponding period last season	...	...	...	...	967500	—

SHIPMENTS SINCE.—None.

TO AUSTRALIA.

From June 1 to Sept. 30, 1867	...	...	...	...	6,689,580 lbs.
Corresponding period last year	...	...	...	...	6,494,718

SHIPMENTS SINCE.

Ship.	From		
Oct. 8 ... Greyhound	... Foochow	...	244,395

EXCHANGES ON LONDON.

[For dates, see first page.]

At	Bank. 4 months' sight.	Bank. 6 months' sight.	Private. 4 months' sight.	Private. 6 months' sight.
Yokohama	4s. 4½d.	4s. 5½d.	4s. 5½d.	4s. 6½d.
Shanghai	6s. 1½d.	—	6s. 1½d. to 6s. 2½d.	—
Canton	—	—	—	—
Fong Kong	4s. 4½d.	4s. 4½d.	4s. 5d. to 4s. 5½d.	4s. 5½d. to 4s. 5½d.
Macao	—	—	—	—
Singapore	4s. 4½d. to ½	—	4s. 5½d. to ½	4s. 5d.
Manila	—	4s. 3d.	—	4s. 4d.

At Shanghai, bills on India, Rs. 808 to 804 per 100 taels. At Hong Kong, Rs. 218 per \$100. Bar Silver at Shanghai, taels 111; at Hong Kong, 11½ per cent. premium. Mexican dollars at Shanghai, ts. 72.3.7.5 per 100; and exchange on Hong Kong, 28½ discount. Ichibous at Yokohama, 322 to 323. Hong Kong and Shanghai Bank shares, new, 2 dis.; Gas Company, par; Hong Kong and Whampoa Dock, 8 to 14 per cent., prem.; Union Dock Company, 35 per cent. dis.; China Traders' Insurance, \$250 per share premium.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, Sept. 27, Fontenaye, Swanley.
At SHANGHAI.—From London, Sept. 30, Cora Linn; Oct. 2, Tamerlane; from Cardiff, Sept. 30, John C. Munro, Island Queen: Oct. 2, Ensign; from London, previous to Nov. 5, Dilpusund (reported by telegram).

At HONG KONG.—From Plymouth (via Cape, &c.), Oct. 3, H.M.S. Rodney; from Cardiff, 10, Bourne d'Anvers; from Hamburg, 12, Merida, from New York, Sept. 21, Golden State; Oct. 10, Game Cock.

At MANILA.—None.

At SINGAPORE.—From London, Oct. 21, Osaka; 22, Florence Nightingale; from Liverpool, 4, Coila; from Swansea, Allegonda Jacoba; from Cardiff, Rotterdam; 10, Willem Kroon Prins der Nederlanden; 11, et Emergent, 11, Aria and Dewy; 11, Joachim; from Shields, 9, Whampoa; from Rotterdam, Julia; from New York, 8, New York (st.).

At PENANG.—From Hamburg, Oct. 5, Emma.

DEPARTURES.

From YOKOHAMA.—For London, Sept. 22, Conrad.

From SHANGHAI.—For London, Oct. 4, Albueria; 5, Allendale.

From FOCHOW.—For London, Oct. 3, Canadian; 5, Naomi, Ettie.

From HONG KONG and CANTON.—For London, Oct. 3, Achilles (steamer); for Liverpool 10, Veronica; for Havana, Oct. 3, Clarie; 5, Samatave; for New York, 9, Ethel.

From MANILA.—For Havre, Sept. 30, Ile and Vilaine; for New York, Oct. 4, Norval.

From SINGAPORE.—For London, 12th Oct., Achilles (st.); 14, Sebastian Cabot, for Channel for orders; 12, Carl Wilhelm, for Bordeaux; 7, Java; 17, Imperatrice Eugénie, for New York; 3, Kalahome; 10, U.S. St. Wachuset, U.S. St. Wyoming, Benvoirlach (via Padang).

From PENANG.—For London, Oct. 15, Achilles (St.).

VESSELS LOADING.

At YOKOHAMA.—For United States, Pauline, Caractacus.

At SHANGHAI.—For London, Douglas Castle, Weymouth, Elmsstone Dartmouth, Ethiopian, John Lidgett, Zodiac; for New York, Amicus, Onari, Resolute, Burnside, Caller Ou, Fairleader, Silome, Wild Gazelle, Madura.

At FOCHOW.—For London, Cleveland, Belle, Laurel, Finzel.

At AMOY.—For New York, Stanley expected, N. B. Palmer, Golden State, Joachim, Christian.

At HONG KONG and CANTON.—For London, Kelso, Chetah, Corea; for New York, Magnet.

At MANILA.—For London, Fortuna; for Cork, Doriga, Ercilla; for Hamburg, Voladora; for Cadiz, Concepcion; for Boston, Herald, Sooloo; for New York, Asa Eldridge, Ashburton.

At SINGAPORE.—For London, Unrivalled, Flora, Napoleon; for Liverpool, Eastern Chief, Panic; for Bordeaux, St. Vincent de Paul; for Boston, Bessie Stanton.

At PENANG.—None.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: cotton and tea, £3 to £3 10s. per ton; silk, £4 to £4 10s. of 50 cubic feet. To San Francisco, per steamer, \$45 per sailing vessel £3 5s. to £3 10s. per ton of 40 cubic feet.

At SHANGHAI.—The rate to London remains at £3, but vessels are filling up slowly. Several charters have taken place for New York at £3 per ton of 40 cubic feet. To the Northern ports there exists a better inquiry.

At FOCHOW.—To London: £3 10s. to £4.

At HONG KONG and CANTON, for London direct there is no business to report. The Chetah and Corea are expected to take the berth at Whampoa at £2 15s. per ton.

From the Philippine Islands (Zebu) to United Kingdom, the Noranside and the Craigie-lea found employment at about £3 10s., and for medium-sized vessels similar charter are still offering.

For New York via Amoy and Fochow three charters have been effected at £3 and £3 2s. 6d. respectively, and the Adelia Carlton and the Lizzie have taken the berth at Whampoa for the same port at £2 15s. per ton of 40 feet.

For coasting purposes there is but little inquiry. There are, according to the circular of George Holmes, 24 disengaged vessels in harbour (exclusive of Siamese), representing 16,124 tons.

MANILA.—The only settlement is the Spanish barque Doriga, 554 ton dry sugar, to Cork for orders, at £3 10s. if to discharge at Liverpool,

Bristol, or Glasgow, and £3 12s. 6d. if discharged in London.

At SINGAPORE the Unrivalled and the Flora are on the berth for London, and the Panic for Liverpool at £3 per ton for dead weight and light freight; the steamer Achilles from Hong Kong to London found some cargo at £3 15s. for tin, and £5 for light freight. The following charters have been made:—Bessie Stanton (Brit.) 356 tons, to load for Boston for £1,650 in full, 25 lay days; screw steamer Far East (Brit.), 1,062 tons, to load at Penang and Singapore to Hong Kong for \$13,200 15 lay days.

CASUALTIES.

The Philomela, Yokohama to Fochow, has been lost on the Formosa coast (reported by telegram).

The schooner Restless, Fochow to Sydney, was picked up about 25 miles to the southward of Swatow dismasted, and towed into Hong Kong by the steamer Cadiz.

Maggie Leslie, from Fochow, reported lost in Gaspar Straits, has arrived at Batavia, towed in by the Fusiama, from Shanghai to London.

HONG KONG.

The British ship Polmalae reports having left Shanghai on the 14th Sept., bound to London, and that on the 22nd, when off S. end of Formosa, encountered a heavy typhoon, in which she lost boats, sails bulwarks, and sustained other damage; put into Hong Kong for repairs and to overhaul the cargo to see if it is damaged.

The steamer Achilles, from Shanghai, reports that after clearing the mouth of the Yang-tze on the 25th of Sept., she fell in with a heavy typhoon from the N.E. with a terrific sea, the vessel steaming dead slow all the time. On the 29th, at 4.30 P.M., when about thirty-five miles off Hong Kong, fell in with the British ship Eastward Ho, on fire and partially dismasted. Took her in tow and brought her into port.

The British ship Eastward Ho! reports having left Sydney Aug. 1, bound for Shanghai. Experienced a favourable time until the 10th Sept. in lat. 30 deg. N., lon. 140 deg. E., when fire was observed issuing from the forehatch. The force-pump was immediately set to work, all ventilation stopped, holes cut in the deck and water poured down, and every effort made to subdue the fire, but without effect. It gradually increased. Kept before the wind to confine the conflagration to the fore part of the vessel. From that time until the 23rd experienced moderate east-north-easterly winds and fine weather, when the south end of Formosa was sighted. Next day the breeze increased, with heavy squalls, and the sea began to rise. Hove the ship to at three P.M., and at five noticed the foremast settling down through the deck and the rigging slackening up, the mast surging about from side to side. It still continued to settle down, and preparations were made to cut it away. At 6 P.M. cut the rigging, and the mast went over the side, having been completely burnt through below the deck, carrying with it the main and mizzen top gallant masts and main topmast head; the main stays being all adrift by the fall of the foremast, and the ship rolling heavily, the main-topmast soon followed, taking the mainmast head. The fire increasing all this time and all hands continually employed in trying to keep it under, but it became so hot as to burn through the port side of the vessel just above the water's edge. On the 27th managed to rig a jury-foremast so as to get the vessel under command, and having a fine E.N.E. breeze, sighted Hong Kong on the 28th of September, and arrived at 4 A.M. next morning in tow of the ocean steamer Achilles.

The French schooner Mouette, Captain Catherineau, arrived in Amoy October 4, reports that on September 22, in lat. 19.50 N., lon. from Paris 117.18 E., she spoke the American barque Penang, of Bath, apparently deeply laden, with boats, masts, and part of bulwarks carried away. She was from Ningpo bound to Hong Kong. Captain Catherineau offered assistance, but was told that none was required, as juremasts could be rigged, and the vessel by that means be enabled to reach Hong Kong. The Mouette experienced a severe typhoon on the 21st of September, in lat. 19 N., lon. from Paris 117.40 E.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From.	For.
Sept. 24 ...	Queen of the Age ...	Fowchowfoo	London
— 25 ...	Jane Avery ...	Newcastle	Hong Kong
— 25 ...	Samuel ...	Cardiff	Fochow
— 26 ...	Chillingham ...	Newcastle	London
— 26 ...	Louise ...	Reunion	Saigon
— 27 ...	Baron Kellner ...	Macao	Falmouth
— 27 ...	Chanticleer ...	Do.	London
— 27 ...	Niagara ...	Saigon	Bourbon
— 27 ...	Sovereign of India ...	Hong Kong	London
— 27 ...	Marie Lucie ...	Macao	Hamburg
— 27 ...	Galatea ...	Manila	New York
— 27 ...	Jason ...	Batavia	Rotterdam
— 27 ...	Art Union ...	London	Hong Kong
— 27 ...	Cavanagh ...	Fochowfoo	London
— 27 ...	Ortelius ...	Amsterdam	Batavia
— 27 ...	Bella Donna ...	Swansea	Shanghai
— 27 ...	Kosmopoliet I. ...	Rotterdam	Batavia
— 29 ...	Marie ...	Padang	Do.
Oct. 1 ...	Grammere ...	Fochowfoo	London
— 1 ...	Gica ...	Havana	Macao
— 1 ...	St. Gramaine ...	Saigon	Bourbon
— 1 ...	Mathilda Atheling ...	Singapore	London
— 1 ...	Hokulua ...	Hamburg	Hong Kong
— 2 ...	Overmann ...	Do.	Do.
— 2 ...	Isabella ...	Newport	Singapore
— 2 ...	Dionysia Catharina ...	Batavia	Amsterdam
— 3 ...	St. Eugénie ...	Mauritius	Nagasaki
— 3 ...	Jeanie ...	Hong Kong	New York
— 4 ...	Jubilee ...	Shanghai	London
— 5 ...	Pak Wan ...	Fochow	Do.
— 5 ...	Daniel Rankin ...	Madras	Batavia
— 5 ...	Drie Gezusters ...	Amsterdam	Do.
— 5 ...	Soerabaya Packet ...	Soer. v. Bat.	Holland

COMMERCIAL POSTSCRIPT.

The Stock Exchange Committee have granted the Hong Kong and Shanghai Banking Corporation a quotation for both their old and new shares on the official list.

The limited amount of bar silver brought by the West India packet has been disposed of at 60½d. per ounce, showing a fractional advance on the previous rate.

The loss of the steamer *Thunder*, from Hong Kong to Calcutta, is now considered as certain.

ARRIVALS NOT IN THE TABLES.—Nov. 24, at Liverpool, from Singapore, *Twilight*; 21, off Falmouth, from Rangoon, *Dovercourt*; 3, at New York, from Manila, *Wild Rover*; 12, off the Eddystone, from Colombo, *Ravensbourne*; 25, at Falmouth, from Akyab, *Ravensbourne*; 25, at Scilly, from Batavia, *Copernicus*; 26, from Ceylon, *Cape City*.

DEPARTURES.—Nov. 23, from Penarth Dock, for Galle, *Solid*; 24, from Sunderland, for Singapore, *Queen's Own*.

LAI D ON.—At Liverpool, for Singapore, *Twilight* and *Moss-trooper*.

FREIGHTS AND CHARTERS.—The Admiralty have invited tenders for the conveyance of 14 tons naval masts and spars, 35 tons naval timber, 97 tons weight, and 95 tons measurement naval common, 16 tons naval bricks, 3 tons naval iron cables, and 60 tons naval cordage from the Thames to Hong Kong.

SPOKEN.—*Abenavillo* (?), Singapore to Liverpool, 80 days out, Sept. 29, 20 S., 8 W.; *Cairo* (?) (barq.), Colombo to London, Nov. 12, 49 N., 12 W.; *Cornelia*, Batavia to Amsterdam, Oct. 13, 5 N., 18 W.; *Almeida*, Amsterdam to Samarang, Oct. 8, 11 N., 27 W.; *Barien*, Amsterdam to Batavia, Oct. 8, 11 N., 27 W.; *Lennox* Castle, Shanghai to London, Aug. 19, lat. —, lon. 108 E.

LEGAL.

BANKRUPTCY COURT.

IN RE THE BANK OF HINDUSTAN, CHINA, AND JAPAN.—This was a motion for an order to dissolve an injunction granted in the vacation by Vice-Chancellor Sir R. Malins, to restrain the issuing of certain executions for costs. The facts were shortly these. The official liquidator of the company had sued several of its debtors at law, and had failed in the actions. Judgments had therefore been entered up in favour of the defendant-at-law, and executions issued for the costs. The company was being wound up voluntarily, under the supervision of the Court; and the right to have the injunction dissolved depended on the construction of the Companies' Act, 1862, sects. 87 and 163, relating to the issuing of processes against a company, after the commencement of proceedings to wind it up. Mr. Dickenson, Q.C., and Mr. Eddis supported the motion; Mr. Greene, Q.C., and Mr. J. N. Higgins supposed it. The Vice-Chancellor dissolved the injunction, with costs.

ADMIRALTY COURT.

THE "NINA."—In this case the *Nina*, a Portuguese ship, was arrested at Cardiff at the suit of Charles La Blache, for wages and disbursements, and the Court was moved to order a release of the vessel with costs and damages against the plaintiff. The plaintiff's case was that he was at Havannah in March this year, and was engaged to navigate the *Nina* from that port to Glasgow, thence to Hong Kong and Macao, and from Macao back to Havannah with a cargo of coolies. That his wages were to be £18 per month, and an allowance of 10s. for every coolie landed at Havannah. That, in consequence of being a British subject, he could not by the commercial law of Portugal command the ship; therefore it was arranged between him and the nominal captain, F. D. P. Almeida, the plaintiff, should sign articles as "piloto" or mate; but that he, in reality, was to command the ship, and that he had the entire control of her during the voyage from Havannah to Greenock. At Greenock disputes arose between Almeida and the plaintiff, who left the ship and sent in a claim for the sum of £324 for wages, and £285 bonus upon the 570 coolies, it was proposed to take from Macao to Havannah. This claim being disputed, the vessel was arrested by process issued in Scotland, but the vessel was afterwards released with costs against the plaintiff, who, when the vessel arrived at Cardiff, again arrested her upon a warrant from this Court. The defendant denied that the plaintiff was engaged to navigate the ship, or that he ever acted in any other capacity than as second mate, and put in evidence a copy of the "matricule" or "roll," which had been duly executed by the plaintiff and others, in the presence of the Portuguese Consul at Havannah, before the commencement of the voyage, by which the plaintiff bound himself to submit to the provisions of the Portuguese Commercial Code, by the 1,489th article of which he bound himself not to commence proceedings against the *Nina* or her master (before the termination of the voyage), and in case of any dispute between him and the master it must be settled by the nearest Portuguese Consul who should have exclusive jurisdiction to try and determine any dispute according to the laws of Portugal. The plaintiff left the ship at Greenock of his own accord, and had not made any attempt to have the question in dispute settled by the arbitration of any Portuguese Consul.—Mr. V. Lushington, for the plaintiff, contended that the Court had jurisdiction in this suit, and that the 10th section of the Admiralty Court Act, 1861, took away the discretionary power which the Court had before the passing of the Act, and gave absolute jurisdiction. Sir R. J. Phillimore: I am of opinion that it is still competent for the Court to exercise now the same discretion with reference to suits for wages by foreign seamen that it did before the passing of the Admiralty Court Act, 1861. It is expedient, upon considerations of national comity, that the Court should not as a universal rule interfere so as to disregard the law of foreign countries in disputes between foreign seamen. The Court does not hold that it will not interfere in such cases, but it will exercise a discretion according to the circumstances of each case. In the present instance this is a suit against a Portuguese ship by a foreigner, who has undertaken to be bound by the decision of the Portuguese Consul, who is willing to adjudicate upon the matter. I therefore decree a release of the ship, and, under all the circumstances, and especially as the plaintiff has previously arrested the vessel in another court for the same object, I accompany the decree with costs and damages.

PARLIAMENT.

THE MAIL CONTRACT.

In the House of Lords, Lord STANLEY of ALDERLEY asked a question with reference to the contracts between the Post-office and the Peninsular and Oriental Steam Company. He feared the Government had not given sufficient time to allow tenders to be sent in, and objected to the twelve years' duration of the contract as too long, and to the absence of preparations for conducting the service by Brindisi.—The Duke of MONTGOMERY said that no objection to the short time allowed for tenders had been made by any companies likely to perform the service. He gave an account of the negotiations of the Government with the Peninsular and Oriental Company. They offered to undertake the service for twelve years for £400,000, instead of the £500,000 per annum, which they required if the contract was to last only six years. The company had opened their books to inspection, and showed that they could not continue the service at the old rate. Lord Stanley of Alderley had said that by the Brindisi route a saving of thirty-six hours would be effected; but the railway was a single line, which could not be worked with punctuality, and by the arrangement now proposed, that vessels should not call at Malta, but go direct via Messina, a saving of twenty-four hours would be effected. Besides, there was a clause in the contract that if the Government thought it desirable before the expiry of the twelve years to change the Marseilles for the Brindisi route, the matter should be referred to arbitration.

In the House of Commons, Sir H. RAWLINSON asked the Secretary to the Treasury whether, in the event of the new proposed contract with the Peninsular and Oriental Company for the mail service in the East being approved of by the Legislature, it was the intention of Her Majesty's Government to increase the rates of postage on overland letters between England and India.—Mr. HUNT said the same question was put to him last session, and he then intimated that it was the intention of the Government, when the new service commenced, to increase the rate of postage to 1s. 3d. per half-ounce, and that intention still continued.

* * We have authority to state that it is not intended to disturb the present rates of postage on correspondence for China.

THE NEW MAIL SERVICE.—The *Malta Times* protests against the new plan, by which the Marseilles service is to proceed direct to Alexandria without touching at that island. "After all," says the *Malta Times*, "this is a mail for the benefit of British colonies, for which a heavy subsidy is being paid, and we can hardly suppose that a hypothetical saving of five or even double that number of hours in the several weeks required for the transmission of mails to and from India is a justifiable reason to put aside such an important British possession and naval and military station as Malta, especially when the most pressing political, commercial, and social wants concerning India can be made known by the rapid means of communication afforded by the telegraph. We are glad to hear the matter has been taken up by the Chamber of Commerce; but it must not be lost sight of that this is a question not only affecting local interests but imperial interests also, and should be maturely considered before it is definitely settled."

POSTAGE ON LETTERS FOR OFFICERS OF THE ARMY SERVING IN THE COLONIES.—On the 1st January next, and thenceforward, prepaid letters, posted in the United Kingdom, addressed to officers of the army serving in a British colony, and conveyed direct, without passing through a foreign country, will be chargeable with a postage of sixpence only per half ounce, although the postage of ordinary letters sent to such colony may be higher than sixpence. When the letters pass through a foreign country they will be liable, in addition to the British rate of 6½d., to the same transit rate as other letters. Thus, officers' letters addressed to Penang, Singapore, Hong-Kong, Labuan, the Cape of Good Hope, or Natal, when sent via Marseilles, will be chargeable with a total rate of 10d. per ½ oz. Officers' letters addressed to British Columbia, Vancouver's Island, or Honduras, being sent through the United States, will be chargeable with a total rate of 8d. per ½ oz.; and officers' letters for Bermuda will be liable to the same rate of 8d. per ½ oz. when sent via New York. The superscription of each letter must specify the rank and regiment, corps, or detachment in which the officer to whom the letter is addressed is serving, or the department to which he belongs.

CHINA GRASS.—Those who have been looking forward to the time when this article would rank amongst the staples exported from China will be disappointed to learn that the demand for it has nearly ceased. So long as high prices were maintained for cotton, wool, and silk, it was taken for mixing with these fibres, and prices reached £85 to £90 per ton for best white, and £70 to £75 per ton for best green, which we believe to be about its cost laid down in England; but since the fall in the value of the above-named fibres our manufacturers do not appear to have found any fabric in which they can satisfactorily introduce it. Although the stocks are now very low, as probably in Liverpool and London not more than 250 to 300 tons of white and green inclusive can be found, we hear that China Grass is offering at £50 per ton for fair white, and £35 per ton for common green, without inducing business. The transactions of the past eighteen months seems to have been confined to little odd lots sold at about present quotations, to close shipments.

THE LABUAN COAL COMPANY.—The case of this company came before the Master of the Rolls again on the 25th, when an order was made to set aside a sum to meet the claims arising in respect of the steamer *Mona*. We understand it was also arranged that the business of the company should be carried on for a stated period, to afford opportunity for a sale of the property, or for some new arrangement to be entered into by the shareholders.

EXPORT OF TREASURE FROM SAN FRANCISCO TO CHINA AND JAPAN.—The following statement has been published of the quantity of bullion exported from San Francisco to China and Japan during the first ten months of 1867:—In January, 827,761 dols.; in February, 386,206 do.; in March, 112,881 do.; in April, 1,081,513 do.; in May, 762,872 do.; in June, 698,933 do.; in July, 1,747,178 do.; in August, 385,540 do.; in September, 1,190,308 do.; in October, 1,000,000. Total, 8,193,196 dollars.

Continental Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 28.

The general discussions about the Budget have been brought to an end in two sittings; they were very short, but, nevertheless, very acute, and the opposition is nearly general with regard to the behaviour of the Ministers of the financial department, that of foreign affairs, and last, not least, the colonial department. The debate about the Budget of Mr. Van Zuylen has now begun, and it was so smart, so severe, and the Minister has answered in such a manner that I think it impossible that it will pass. Perhaps the fate of it will be decided on Monday next. The position of the cabinet is, in the meanwhile, critical in the highest degree.

A general bitterness prevails amongst the Catholics, in consequence of the behaviour of the Liberal papers when speaking of the Pope. I have already told you that a great many young men started and still start to Rome, with the purpose of being enrolled amongst the Papal zouaves. The papers now are warning them that by doing so they lose their rights as Dutchmen. This offends the Catholics, and they are now organising demonstrations against the non-Catholic papers—the more so because they speak about the Roman affairs in a manner which they do not like. That the excitement is general may be proved by the fact that in a few days 80,000*fl.* was subscribed by the Catholics, through an appeal made by the Tyd, on behalf of the Pope.

Several traders connected with Japan commerce have addressed themselves again to the Second Chamber of the States General, claiming that they should be indemnified for the losses they sustained by the late war.

The rumour that our actual Minister for Foreign Affairs should be appointed Ambassador at the Court of St. James's is contradicted.

It causes generally a good deal of satisfaction that the condition of our East Indian colonies becomes more and more known abroad. Without any doubt, the translation of the *May Havelaar* in the *Revue Moderne* will tend to increase this knowledge; indeed, Mr. Nieuwenhuis deserves thanks for his translation.

COMMERCIAL.

COFFEE.—The market is very firm, in consequence of the favourable result of the auction, which was held on the 20th by the Dutch Trading Company, and at which 110,427 *h.* were offered. The total quantity was sold, almost above the valuations. Preanger Yellow was paid with 47 to 54*¢*; Padang, 43½ to 45½; Java, yellowish to white, 41 to 45½; Tjilat-jap, 41½ to 45½; White, 39 to 41; Kadac, 39 to 39½; Preanger, greenish, 38½ to 39½; West India sorts, 39 to 41½; Malang, 36½ to 39½; Macassar, 33 to 39½. There is now a good demand for good ord. quality at 38*¢*, but there is a want of this sort. Of course the private transactions were of but little importance, and they only included 1,800 *b.* Java, ex President van Ryckevorsel, at 43½ to 37½*¢*; 1,560 *b.* Java, W. I. quality, at 42½*¢*, and 800 *b.* ord. to good ord. at 35 to 38*¢*, and 1,800 *b.* Coro, ex Santa Rosa.

SUGAR (RAW).—The valuation of the 28,180 *b.* Java, which will be offered for sale on the 26th inst., is for No. 12, 32½*¢*, being 1½*¢* above the September sale; for No. 13, 33½*¢*; No. 14, 34½*¢*; No. 15, 33½*¢*; and No. 16, 34½*¢*. The market is very firm, but the transactions are unimportant, in anticipation of the sale. For 860 *b.* Passuroeang, ex Carolina, No. 18, very firm steam sugar, 35½*¢* was paid; for 366 *b.* Java, floating per Henrietta Maria, No. 13½, ord. to good quality, 32½*¢*; and 1,179 *b.* Java, at prices that did not transpire.

RICE AND SPICES quiet, but firm. In auction were sold 41 cases nutmegs, and 10 chests mace.

OF TEA 1,965 ¼-chests, and 112 ½-chests Java, of the Plantation Bagelen, were sold as follows:—Boei, 61*¢* to 63*¢*; Congo, 70*¢* to 71*¢*; Souchon, 82*¢* to 122*¢*; Pecco Souchon, 196*¢* to 197*¢*; Pecco, 800*¢* to 825*¢*; and Souchon, 101*¢* to 132*¢*.

TOBACCO.—Imported, per Corcock and Amazone, 4,361 *b.*, and sold for private account 169 *b.* Java Tandem, and 55 *b.* A. M. Of the 3,435 *b.* Taal in auction, 1,214 *b.* were sold from 29*¢* to 162*¢*, and 221 *b.* bought in from 25½*¢* to 150*¢*. At the several auctions which were held during the last days there was much demand, and high prices were paid for good quality, whilst for the trade mark M rather exorbitant prices were paid. After the sales 1,117 *b.* Soekowono, and 514 *b.* f. v. d. P., bought in at the sales, were sold at private terms, likewise 1,283 *b.* S. R., and 212 *b.* Djarit, ex Corcock. 40 *b.* Manilla, offered in auction, were partially sold at 67½*¢* to 168*¢*. Holders of the very unimportant stock, however, decline to operate at these prices.

INDIGO.—Fine quality Java with a good demand at firm prices; ordinary quiet; only 50 *ch.* were sold.

SAPANWOOD.—6,000 kilo Bimas brought firm prices.

COTTON.—Market very dull; 400 *b.* were sold at lower prices.

MANUFACTURES.—Quiet; 6-4ths Madapolams and Calicots 4.80*¢* to 4.40*¢*; No. 28 Warps 12½*¢*; No. 80 Cops 10½*¢*.

TIN.—The market is very firm; 4,800 slabs Banca brought 53½*¢*, 800 slabs ditto 53½*¢*; nothing can be bought now under 54*¢*; 400 slabs Billiton from 52½*¢* to 52½*¢*.

HIDES.—450 *p.* Batavia Buffalo 11 to 11½ kilo, per Cortgene, were sold at firm prices, and by inscription 2,593 *p.* Padang Rinder and 1,579 *p.* Buffalo imported per Gerredina Wilhelmina, and 769 *p.* Sourabaya Rinder ex Yokohama.

MISCELLANEOUS.—Rattans 76 pic. ex Betsy, and 129 pic. ex Jupiter, were sold. Camphor firm, and held a little higher. Cassia Vera, fine Padang sort to be obtainable at 45*¢* in bond. Cubebs dull. Gum Benzoe, 45 *ch.* were sold per Gerredina Wilhelmina. Gum Damar scarce. India-rubber unaltered. Of Gutta-percha the imported lots will soon be brought into the market.

MONEY AND STOCKS.—The Bank rate of discount remained unaltered, and there was a steady demand; in the open market the supply of capital is rather diminishing. The principal business in the market for public securities is in foreign bonds, which in most cases continue to show more strength. The tendency of the Bourse is favourable. The home funds

remain unaltered. Dutch Two-and-a-Half per Cents, 53; Three per Cents, 62½; Four per Cents, 84; Trading Company, 137; Netherlands Bank, 248; Neth. India Trading Bank, 73; Rotterdam Bank, 99½.

EXCHANGE.—London, 3 mo., f.11.85; 2 mo., f.11.86½; short, f.11.92½. Paris, 3 mo., f.47.12½; 2 mo., f.47.17½; short, f.47.50. Hamburg, 3 mo., f.85; 2 mo., f.85.05; short, f.85.20.

SHIPPING.

ARRIVALS.—Nov. 17, at Flushing, from Batavia, Dordrecht; Nov. 20, at Brouwershaven, from Batavia; Hendrika, Gerradina, Susanna.

DEPARTURES.—Nov. 18, from Brouwershaven for Batavia, Patriarch, Samhiri, Bezoekie. The Trading Company chartered the Juno, Mathilde, and the Mina, to convey produce from India to Holland.

PASSENGERS OUTWARD.—For Java, per Koning Willem III.: Mr. P. Van Leeuwen and family, Mrs. Van Thalbitsen, Mrs. Geus, Messrs. De Lange. Per Bezoekie: Mrs. J. C. Eweg and four children, Misses M. H. Van Gennep and C. Char, Messrs. J. B. De Graaf and family, J. De Graaf and family, A. J. Fleury and family, J. C. Bouman, J. H. Schmidt Weymans, Van Vlaanderen, Bletterman. Per Patriarch Samhiri: Mrs. Van Dommelen, Mr. Muysenberg.

RUSSIA, GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 23.

A learned Theban—by name Franz Maurer—has just published a pamphlet at Berlin recommending Prussia to take and colonise the Nicobar Islands, as a central pivot for the further extension of German territory in the Far East. It is true that the group in question are only inhabited by savages, but experience shows they are of a very warlike character, and it would cost a deal of money and trouble to subdue them. Besides, they produce nothing but coconuts, a few cargoes of which are annually fetched from Penang and Singapore; and as the islands are totally clothed with impenetrable jungle, it is impossible to say if the soil is adapted for cultivation by colonists, especially by raw Germans without any colonial experience of a tropical climate. At the end of the last century the Danish Government took possession of the group, and sent out a dozen Moravian missionaries; but partly from the unhealthiness of the situation they selected, and partly from the hostility of the natives, they all came to grief, and only two returned to tell the sad tale of their misfortunes. After this disaster the group was formally abandoned, the Danish flag being hauled down by the commander of the corvette sent out from Europe for that purpose. After the return of the Novara expedition it was under the consideration of the Austrian Government to take possession of those islands, but they appear to have thought better of it—certain it is that if the plan was ever seriously entertained it was never executed. Thornton's Gazetteer says that the Nicobar Islands are comprised in the territory belonging to the English East India Company, and which has now reverted to the Crown; the natives hoist the Union Jack, and have placed themselves under British protection.

When the late Colonel von Siebold died in October last year he had just concluded an agreement with the Bavarian Government for the purchase of the valuable museum of Japanese works of art and other curiosities that he had spent a great part of his life in collecting, for the sum of 60,000 florins under the condition that it should bear his name, but he died before the transfer was completed. Nevertheless, the collection was handed over to the Government of Bavaria, and by them removed from Wurtzburg, where the colonel resided during the latter period of his life, to Munich, and placed in one of the galleries surrounding the Hofgarten. In consequence of the depressed state of the Bavarian finances that occurred subsequently—the war indemnity to Prussia alone was 80 millions of florins, or £2,500,000—the Finance Minister would not take upon himself the responsibility of placing such a large sum as 60,000 florins on the estimates, however desirable the acquisition of the collection might be for a capital where so much is done for the cultivation of the arts and liberal sciences; and negotiations were opened with the heirs of the deceased colonel, which have just terminated in a fresh arrangement by which the Government retain possession of the Siebold Museum and agree to pay the original price though not in one sum, but in yearly instalments of 5,000 florins each year with interest till the debt is totally liquidated.

The collection consists of eight divisions, containing collectively more than three thousand different objects, viz.: 1. Numerous articles illustrative of the Japanese religious worship, such as pictures and statues of their deities, partly of bronze, but for the greater part carved in wood and gilt, sacrificial altars, vases, candelabras, bells, praying desks, sacerdotal robes, prayer-books, &c. 2. A collection of Japanese coins, above 1,200 in number, in bronze, copper, silver, and gold, arranged chronologically and extending over the period of more than two thousand years—from B.C. 221 to A.D. 1862. 3. Books, paintings, works of art, and maps, giving a good idea of the present state of civilisation in Japan. 4. Lacquer-ware on wood and copper, manufacturers of straw, ivory, tortoise-shell, silk, ornamental garments, &c. 5. Weapons, armour, and horse-furniture. 6. Miscellaneous objects and curiosities. 7. Different sorts of paper and articles made of that material. 8. Raw produce. Col. von Siebold collected these valuable curiosities during his last residence in Jeddo (1859 and 1860), and it was only in consequence of his intimate relations with the Shogoon and his status as political agent of the King of the Netherlands that he was enabled to export them, especially those articles relating to religious observances, which are strictly prohibited from being sent out of the country.

COMMERCIAL.

In the produce market great calmness prevails, but the prices of most articles are firm. The transactions in rice were confined to small purchases of cleaned grain to the trade, none having been made for shipment. Cassia lignea continues in much request at rising prices; 500 chests of the cargo lately arrived from China by the Peru have been sold by private contract at 12½ Sch. Bco. Pepper firm, with but limited sale. In Spelter no alteration to report. Discount 2½ per cent.

SHIPPING.

SAILED.—Wanjs, to Hong Kong.
READY TO SAIL.—Friesland, for Batavia; Amaranth, for Hong Kong; Schwan, for Singapore.

NOTICES TO CORRESPONDENTS

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A READER'S list of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

Any information required by Subscribers, in reference to Commercial or General matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

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LONDON: WEDNESDAY, NOV. 27, 1867.

THE MAIL CONTRACT.

THE terms of the new contract entered into by Her MAJESTY'S Government with the P. and O. Company (particulars of the future working of which we gave in our last issue) have now been laid before Parliament; the matter, however, has not yet been discussed in the House of Commons. The Parliamentary paper contains also the negotiations which led to the conclusion of this contract, the terms of which may be briefly summed up as follows:—The Peninsular and Oriental Company engage to convey the mails to and from India and China, including a weekly mail to Bombay, and a fortnightly one to China and Japan, for a subsidy of £400,000 per annum during a period of twelve years. Should the dividend of the company in any year exceed 8 per cent., it is stipulated that one-fourth of the excess shall be credited to the Treasury; and in case of the dividend falling below 6 per cent. from "causes not within the company's control," the subsidy will be increased by the amount of the deficiency.

The series of papers commences with a memorial from the directors of the company to the Treasury, setting forth their "surprise and alarm" at the overtures said to have been made to the French Company, and pointing out the injustice of placing them in competition with what, in fact, is an organised branch of the French navy. Mr. HUNT, on behalf of the Treasury, states in reply to this that "H.M.'s Government" felt it their duty to open the service to public competition "without reference to nationality," thus evading the charge of having made direct overtures to the Messageries Impériales. But Mr. HOWELL (Secretary to the P. and O. Company), would not allow the matter to be set aside so easily, and wrote again, pointedly taxing the Government with "having made" a special communication through the British Minister in Paris, "inviting the French company to execute a postal service with" China and Japan once every four weeks." This remained unanswered; the Treasury being unable to deny an act they were apparently ashamed of, took refuge in an undignified silence.

To this episode succeeded some comparatively uninteresting correspondence between the POSTMASTER-GENERAL and the Treasury, terminating in the announcement that but one tender had been received by the former for the proposed contract—namely, that of the P. and O. Company, which offered to perform a complete service for six years, for the round sum of half a million sterling per annum. This sum—a very round sum indeed it appeared at first, when compared with the former subsidy of £230,000—was demurred to. On the part of the Government it was contended that the original terms of the service had not been insufficient. As the Peninsular and Oriental Company had been dividing up to the year 1866 a minimum of 7 per cent. profit, they could not have been doing a bad business, and as the Post-office actually lost by its bargain, or, in other words, as the amount received for postage did not cover the cost of carrying the letters, it was obvious to infer that the terms could not prudently be raised. But the company showed cause against these arguments. Its business had recently declined, and its dividend had failed. The competition of the French line had carried away a share of the traffic (which of itself was falling off), and the expenses

of the service, especially in the cost of fuel, had greatly increased. Under these circumstances, the directors thought that a payment at the rate of 10s. per mile was necessary for a remunerative performance of the service in future. This was admitted to be a large advance upon the terms previously subsisting, but the directors expressed their confidence by offering to open their books and estimates without reserve to the Post-office authorities. The offer was accepted, and Mr. SCUDAMORE, one of the assistant secretaries of the department, was deputed to conduct the inquiry and report his conclusions. After a careful examination of the company's books Mr. SCUDAMORE found the calculations on which their offer was based to be just; but found them willing to abate one-fifth of their demand, if the duration of the contract were extended from six years to twelve. Eventually the conditions above specified were agreed to, Mr. SCUDAMORE expressing his satisfaction with them in these terms:—"The question cannot be dealt with on commercial principles, because the conditions of the postal service compel the contractors to disregard commercial principles. If they were guided solely by commercial principles, the Peninsular and Oriental Company would not sail as many ships in the dull as in the brisk season; would not sail on fixed days, when by sailing a little sooner or later they could secure a good freight; would not go at full speed when half speed would serve their turn; and would build no bigger and no better ships than their trade absolutely required. For the sake of keeping up such a communication with the East as the nation requires, they must set commercial principles at defiance, and, cost what it may, the nation must either pay them what they lose thereby, or forego the communication."

While these negotiations were pending, the company, with a praiseworthy determination not to be bullied, forwarded a "memorandum" to the CHANCELLOR of the EXCHEQUER, stating that the directors felt they had reason to complain of the manner in which their first offer had been dealt with, it having been denounced in the House of Commons, and consequently to the world at large, as "exorbitant and inadmissible," but without any explanation of the facts by which it was justified. In this memorandum the Secretary points out—

"That the cost of the company's navigation is nearly 40s. per mile leaving after deduction of even the 10s. (considered exorbitant), three-fourths of that cost to be obtained from freight and passage money, sources now being much reduced by the competition of the French Company."

"That the 10s. per mile is scarcely more than half the rate of subsidy paid by the French Government to that company with which the Peninsular and Oriental Company have to compete, and that is only 6d. per mile above that paid by the British Government to the West India Mail Company, namely 9s. 6d. per mile for a service in which the cost of fuel and other items of expense are very considerably less than those required for the performance of the India and China service."

"That the annual income required to enable the Peninsular and Oriental Company to cover its expenditure, and to yield a moderate dividend to its shareholders, is about two millions and a half sterling, and that therefore the amount they receive for the postal service is but a small proportion of this sum."

with other statements equally cogent and indisputable; to which no reply or justification seems to have been attempted. Clearly, in all cases where Mr. HOWELL and the Government have come into collision, "My Lords" have had the worst of it.

The arrangement by which the company is guaranteed a minimum dividend of 6 per cent., while one-fourth of any excess over 8 per cent. is claimed by the Post-office, virtually establishes a partnership between that Department and the company, and appears to us the undesirable result of a very undignified process of bargaining. It is clearly beneficial to the company, for its shareholders are assured of a permanently remunerative dividend, while they cannot be called on to relinquish even 1 per cent. of their profits until the surplus reaches 12 per cent. Instead of giving the company an advantage in this way, it appears to us that a more straightforward and dignified course would have been to increase the subsidy say to £450,000; even at the expense of having a larger figure to put in the estimates. Mr. SCUDAMORE, however, seems to think this clause will be a profitable one to the Post-office, for he says—

"I believe that if the arrangement which I have sketched out be adopted, it will be fair to the Post-office and to the company. I think that the maximum payment to the company will be £400,000, for I do not believe that their dividend fund will ever fail to produce 6 per cent. But, as no more than £26,000 are needed to produce £1 per cent. of dividend, it will follow that if the dividend fund would only yield 5 per cent., we should have to pay £426,000, and that if it would only yield 4 per cent. we should have to pay £452,000. We should not have to pay £500,000, the sum which they asked at first, unless their dividend fund would only yield £2 per cent. I believe, however, that, as a rule, we should share profit

with them, and that our share would range from £12,000 to £25,000 per annum. If my view be correct, our payment to them would not be £400,000 per annum, but from £388,000 to £375,000 per annum."

The papers before us include an interesting statement in a tabular form (prepared by the Secretary to the Post-office) of the estimated expense of the new service, and the apportionment of the deficiency. To the £400,000 payable under the contract is added a sum of £20,645 for "incidental expenses;" so that after deducting £50,635 as chargeable to the Australian service, £370,012 is left as the total cost of the India, China, and Japan services. [By the way, this is without any provision for a possible contribution to make up a deficient dividend.] Omitting the figures relating to India and the Mauritius, we find that the share of Ceylon is estimated at £8,385, of which only £2,383 is recovered in postage, leaving a deficit of 6,002, "which may be met either by raising the postage or requiring a payment in aid from the Ceylon Government." The China and Japan mails are charged with a total of £55,278, which, after deducting the postage received—£22,065—leaves a loss of £33,213; regarding which, the SECRETARY says, "The postage could not be raised to meet this loss. There are no means at present of separating Hong Kong correspondence from the mass, so that no idea can be formed of the sum which that colony should contribute; but the sum would assuredly be small." Then follows a suggestion that £10,000 each should be levied on Ceylon and Hong Kong—a proposition that will not find much favour in either of those colonies.

A proposal on the part of the Government to abolish the lines between Bombay and Galle, and Galle, Madras, and Calcutta, was rejected by the company on the ground of the necessity of making use of the company's extensive repairing establishment at Calcutta and Bombay to keep their vessels in efficient order. A few other facts will complete our explanation, which we have endeavoured to render as concise as possible. The *Australian* mails will start once every four weeks, not fortnightly, as we inadvertently stated in our last issue. The steamers will not call at Penang, as it is anticipated that in future there will be a local service between that port and Singapore; and they will remain only twelve hours at the latter port. And finally, the time-tables will be based on an average speed of ten knots an hour on this side of Alexandria, and nine and a-half knots on all lines eastward of Suez.

THE ANGLO-INDIAN TELEGRAPH.

In our issue of the 8th July last we published the prospectus of this company, which was started for the purpose of establishing a direct and independent line of telegraph to India, *via* Egypt, on a plan based on the recommendations of the Select Committee which last year sat, under the presidency of Mr. CRAWFORD, to inquire into the questions of postal and telegraphic communication with India. On the 13th of August we again referred to this subject, and, comparing the merits of various rival schemes, pointed to the Anglo-Indian Company as the one most likely to achieve success. Since then however the undertaking has languished, not from any inherent weakness or demerit of its own, but owing to the distrustful and apathetic condition of the public mind, which has rendered it most difficult to procure support for any new enterprise, however legitimate or promising. To overcome this difficulty, the projectors wisely resolved to endeavour to obtain a guarantee from Government, which it was felt could not fail to remove all obstacles in the way of raising the necessary capital. A memorial has accordingly been addressed to Sir STAFFORD NORTHCOTE, the Secretary of State for India, asking Her MAJESTY'S Government "to support the undertaking by a guarantee of interest at the rate of five per cent. per annum on a capital of one million sterling, to be applied to the special purpose of establishing the proposed line, upon the understanding that the company shall lease the Persian Gulf line from the Indian Government, at a rental of 5 per cent. per annum on the cost of its construction, and adopt as between itself and Her MAJESTY'S Government the liability of relieving the exchequer of the burden of the Red Sea annuities, amounting to £36,000 per annum, the company accepting the same as a first charge upon the net profits from the working of the lines."

It is satisfactory to find that the cause of the company is warmly supported by a large number of influential merchants in the India and China trade, who have themselves addressed a letter to Sir STAFFORD NORTHCOTE pointing out the advantages of the proposed line, and strongly urging the Government to accede to the very moderate request of the memorial above quoted. The letter concludes thus:—"Considering the magni-

tude of the political, social, and other interests than those of commerce, which are bound up in the maintenance of the existing relations between this country and India, we humbly submit that the policy of establishing a complete and effective system of telegraphic communication, such as that suggested, may be advocated upon grave and important grounds of an Imperial character, and we pray, therefore, that the proposal may receive the earnest and favourable consideration of Her MAJESTY'S Government." Among the signatures to this letter we observe, besides the names of ROTHSCHILD and SONS, CRAWFORD, COLVIN and Co., &c., the following firms more specially connected with China:—MATHESON and Co., F. HUTH, ASHTON and Co., T. A. GIBB and Co., BROWN, SHIPLEY and Co., GREGGSON and Co., HARVEY, BRAND, and Co., J. W. CATER, SONS, and Co., H. W. EATON and SONS, and GLEDSTANE'S and Co., as well as the P. and O. Company, and the following banks:—Oriental, Chartered Mercantile, Chartered of India, and Comptoir d'Escompte. The question, we understand, will be submitted to Parliament before any definite reply is given to the memorial; and there are few of our readers, we believe, who will not join with us in hoping for a speedy and favourable decision.

THE NEW CHINESE UNIVERSITY.

OUR readers, or at least a considerable number of them, will probably be surprised by the title which we have affixed to this article. Truth, however, is often stranger than fiction, and as if in illustration of the old adage, the Chinese Government has entered upon a course which the most sanguine believers in the destiny of nations could not have anticipated, and which must for ever close the mouths of those who love to assert the incapacity of the Chinese race for beneficial change and advance. Under the influence of the present Inspector General of Customs many important improvements have from time to time been introduced into the administration of foreign affairs, the old barriers to progress have been gradually removed, and the minds of the members of the Regency have been accustomed to foreign modes of thought and foreign principles of action. The diplomatic representatives at the Court of Peking have sedulously fostered every tendency to advance as it was manifested, and well-meant aid, honestly tendered and faithfully supplied, has proved that our designs upon China are not such as were originally supposed, but that we desire to raise her to an equality with ourselves, and make her worthy of a more equal alliance than she now enjoys. Up-hill work it doubtless was, and often must those most interested in the emancipation of the empire from the trammels of prejudice have despaired of ever reaching the wished-for object. Some hope was excited when a solitary native here and there repaired to Europe or America to study Western law, and bring his experience to bear upon his countrymen. But anticipations based upon these unfrequent occurrences were doomed to disappointment. Young men educated in European colleges were simply denationalised, and, without becoming good Europeans, were transformed into bad Chinese. Their ignorance of the literature of their own country exposed them to contempt, while their affectation of superiority laid them open to suspicion. Incapable of competing for the degrees, through which only is admission to be gained to the offices of the State, they were excluded from every position wherein their newly-acquired information could be put to practical use. So far, then, it was evident that to encourage the education of Chinese in Western schools was but to cast another stumbling block in the road along which we were endeavouring to urge the nation. To Mr. HART it at once suggested itself—Why not educate Chinese in China, combine native with foreign learning, and endeavour to turn out men versed in modern science, but also fitted by literary attainments to fill magisterial offices, to become provincial governors, and perhaps eventually presidents of boards? The conception was admirable, but the difficulties to be surmounted before it could be carried into effect seemed positively hopeless. Gradually but surely they were smoothed away, and now the Imperial University stands an accomplished fact. The doors of the Peking College are already open and the courses of instruction have actually commenced. It is well worth remarking that at the first matriculation examination, held on the 21st June, before any judgment other than one *a priori* could have been formed regarding the merits of the scheme, thirty candidates were admitted, some of whom were *Chin shi*, some *Chii jen*, and some *Hsiu tsai*. That literary graduates of the third, second, and first grades should voluntarily submit to instruction at the hands of European professors proves conclusively not only that

the old established prejudices are fast disappearing, but that a conviction has obtained ground that the road to public distinction lies through the college. The scheme bears the most minute examination. In it a just place is given to native learning, the studies are persecuted under the superintendence of a Minister of State, to whose history we shall presently refer, and the centre of instruction is at Peking, removed from all exclusively foreign influences, and subject to the direct supervision of those most interested in maintaining the integrity of the institutions of the empire. The Provost is *Szu Ké-yü*, who was formerly governor of Fuhkien, and who was degraded some twenty years ago for compiling a little work on geography. He is now an octogenarian, but the interest he once took in Western affairs has grown with his years, while his influence is very great among the Liberal party.

As to the curriculum of study, about which our academic readers will naturally be curious, we have little to say. Indeed, it speaks for itself, and recommends itself by its comprehensiveness, and especially by its subordination to practical uses. The students will learn English or French, and in both these languages lectures will be delivered upon the several branches taken up. The classes will therefore be double—on one side English or American professors directing the studies, upon the other Frenchmen or Germans. After a thorough acquaintance with either English or French shall have been acquired, the students will come under the charge of the Professors of the Experimental, Mathematical, and Political Sciences. Having passed through an extensive course in each of these subjects the general education of the students will be considered as completed, and special subjects will then be introduced. These latter will include Civil Engineering, Surgery, Astronomy, International Law, and others, according to the taste of each student. It is difficult to conceive a scheme more elaborately finished in its details, more general in its scope. The whole civilized world has a stake in its success, and we are, in truth, much mistaken if every support be not given to it by the Governments of European States. Diplomatic difficulties, as the expression is understood in China, will disappear as the parties to a negotiation learn to refer their principles to a common standard of right and justice, compulsion will cease, for it will no longer be necessary, and although misunderstandings must from time to time inevitably arise, and war may again cloud the scene of Eastern relations, this at least is certain, that these calamities are rendered less likely to occur as the *morale* of the Chinese nation is raised nearer and nearer to a level with our own. It is hardly presumptuous to risk a glance into the future, and contemplate the condition of China twenty years hence, when the College at Peking shall have given to the public service some hundreds of perfectly educated men with their native sympathies unimpaired but infinitely refined. In the provinces we shall then find nuclei of civilization—in every large city a preparatory school—in every district a body of enquiring men. Moral training does not always march hand-in-hand with intellectual culture, but we may hope much from the all-pervading influence of intelligent public opinion. We find it hard to avoid conjuring up what to some may appear too flattering and highly coloured a picture, yet if the scheme be carried out to the extent evidently designed by its projector there is no necessary limit to the good it may accomplish. Of course difficulties will be encountered; but difficulties are made to be overcome. We cannot reasonably expect that a change so radical, albeit so salutary—a revolution so much more thorough than any mere political convulsion could bring about—is to be effected by mere contriving and talking. There must be clever heads, honest hearts, and ready hands to meet—nay, more, to anticipate—obstacles, and make of them stepping stones to further and higher aims. The sketch that we have given above implies the highest eulogium which we can pass upon the exertions of Mr. HART.

PROGRESS IN CEYLON.

JUDGING from the address delivered by Sir HERCULES ROBINSON at the opening of the Legislative Council, the colony of Ceylon appears to be steadily advancing towards a prosperous future. When we take into consideration the universal depression in commercial affairs, both at home and abroad, throughout the whole of last year, and the consequent low quotations ruling during that period for colonial produce, it is a matter for surprise that Ceylon has been enabled to produce so favourable a balance-sheet. In the first place, the colony must be congratulated upon the possession of a railway, which by

rendering the means of communication more certain and effective, cannot fail to add greatly to the advancement of both commercial and agricultural interests. The estimated cost of this undertaking, however, reaching the large sum of £23,300 per mile, appears to us enormously heavy; in fact, we cannot call to mind any instance where a colonial railway has required so large an expenditure of capital for its construction. We should have imagined that £4,000 per mile would be the utmost limit of the cost, even had the line been carried out in the costly way in which railways are usually constructed in this country, where two-thirds of the capital is expended merely to secure the command of the remainder. We also perceive that it is in contemplation to entrust the extension of the line to Grampola to the Public Works Department, a course of procedure which we strongly deprecate. Estimates for works of this description can never be made, even by an engineer, with absolute certainty as to the ultimate cost, and we are of opinion that a much safer course would be to invite contracts for the necessary works in the customary manner. If the Government persists in its endeavours to carry out the undertaking, the expense will in all probability far exceed the original estimate, and there will then remain but the choice of two evils; either the entire abandonment of the scheme, or the issue of debentures to an extent far beyond the limits which prudence would dictate. We perceive that the Crown Agents for the Colonies have already invited tenders for £100,000 six per cent. debentures, redeemable at par in sixteen years, which is stated to be the final instalment of £700,000 issued for the construction of the original line from Kandy to Colombo. The policy of imposing an additional burden upon the revenue by a further issue of debentures to cover the cost of the new branch is, in our opinion, an extremely doubtful one. There is another subject to which there is no allusion made in the address of his EXCELLENCY, but which is, notwithstanding, one of the leading topics of interest in Ceylon affairs; we refer to the pressure of the present system of taxation upon the agricultural classes. Complaints have from time to time reached this country of the excessive duties levied upon imported grain, and it is high time that some remedial measure was brought forward. Agriculture in the colony, so far as the cultivation of grain is concerned, has been the reverse of progressive, and the quantities produced are every year becoming less and still less. Into the circumstances which have brought about this result it is not our present intention to enter, but it is sufficiently obvious that a different system of taxation must be adopted without delay; or if this cannot be done a scheme of retrenchment will have to be brought forward and carried out. Railways which entail the expenditure of a million and a half sterling must cease to appear among the items of expenditure, and the estimates for public buildings must be cut down with unsparing economy. The progressive sentiments contained in the closing sentences of the address are admirably expressed, but the Government must increase the revenues of the colony by legitimate means, and cease in its endeavours to secure advancement by the imposition of an unpopular and oppressive system of taxation.

THE CHARTERED MERCANTILE BANK.

The half-yearly meeting of the Chartered Mercantile Bank was held on the 19th inst., when the accounts and report, noticed in a previous issue, were read by the secretary, Mr. Ormiston. The chairman, Mr. G. G. Nicol, remarked that although no formal resolutions would have to be submitted, he was glad to lay before the shareholders some information as to the position of the bank. He regretted that the estimate of the losses made at the end of last year had proved insufficient, and that this year's profits would, to a large extent, be absorbed in squaring them off. It would serve no good purpose to name the houses by whom the losses had been chiefly made, as they were well known. He considered that satisfactory as their business had been this year, it had been much curtailed by the four months' usance for bills in India and China, and he estimated the difference had been quite £30,000. He still considered the four months' term safer, and their bank would always give a preference to it in negotiating bills. Considering that nineteen Indian banks had succumbed, he thought they had not done badly; and with regard to the present managers, they were all highly satisfactory, and not to be blamed for the losses of the firms in India and China. In reply to a shareholder, he stated that all the losses would certainly be provided for in this year without touching the reserve

fund, and that a dividend would be declared for the 1st January next. The amount of Royal Bank credits held was only £13,000 and of cotton bills £100,000, but all were drawn by undoubted houses. Their loss by Balfour and Co., Calcutta, and Small and Co., London, had been already provided for. With respect to the reports circulated, the bank was too strong to notice or care for them. They might have heard it reported that this bank was indebted to the London Joint-Stock Bank £300,000; but so far from that being the case they had the return week by week, and up to last night this bank was £330,000 to the good, so that would show what these reports were worth. (Cheers.) He had also heard reports that the directors had jobbed in the shares to keep them up, but there was not the slightest foundation in the report, for since the bank was transferred from Bombay to London not a single share had been purchased by the directors, directly or indirectly, to influence the market one way or other. The shares found their proper legitimate value, and there they remained. On the motion of Mr. Balfour, a vote of thanks was passed to the chairman and directors, and the proceedings terminated. The report and balance-sheet will be found in another column.

The meeting of the shareholders in the Chartered Mercantile Bank draws attention to the insolvent estates now current. The chairman, in reference to Messrs. Robert Smith and Co., and Messrs. Finlay, Campbell and Co., said:—

"The shareholders would remember that at the last meeting he stated that a house in China had failed, by which the bank had incurred probably considerable loss. That actually did take place, as the securities which the directors at the time estimated were good for the amount had realised less. The shareholders would also remember that he had stated that the directors had also over-estimated the bad debts in Bombay by £20,000. That, he was sorry to say, had proved fallacious. The principal loss arose from a firm which he need not name, as it was known, no doubt, to all the gentlemen present. At the last meeting he (the chairman) was asked whether the directors had provided for everything, and he replied that they had, and at the time he was perfectly justified in saying so, for arrangements had been made by the House in Bombay to which he had referred to carry on for two years, assigning to the creditors the profits for the two years. But since then the arrangements had fallen through, and an amount would have to be written off on account of that loss, but what the amount would be he could not at present say. The directors were watching it narrowly, and, as one of the directors was also a trustee of the estate, they might depend upon every attention being given to the subject."

THE LABUAN COMPANY, LIMITED.

ONE of the provisions of the Limited Liability Act takes the form of a gross injustice to the directors and shareholders in the "China Steam Ship and Labuan Coal Company." This company, it appears, with a view to reduce the amount of the shares from £20 to £15, and to alter its title, placed its affairs in liquidation under the voluntary supervision of the Court of Chancery, the latter being simply a nominal matter, in order to comply with legal forms. The directors have now found, however, that this process has deprived them of all power, and opened the door to discontented shareholders to upset the whole affair and inflict ruin on the company, which has made a vast outlay during the past ten years in bringing the mines to proper working order. The malcontents in this case are not of the class usually denominated "wreckers," who make as much plunder out of the funerals of companies as the birth, but are men of first-rate position, the Messrs. LAIRD, shipbuilders, of Birkenhead, who hold some 150 shares, on which the calls are, however, not paid, besides some debentures obtained (we believe) in satisfaction of their claims for the steamers which they built. Now, considering that these gentlemen were the first to benefit by the old company, we think it most unreasonable conduct on their part to take the proceedings they have, and in consequence of which Lord ROMILLY has refused his sanction to the proposed reconstruction of the company, and insists that it should be absolutely wound up by the realisation of all its property. This is nothing short of a scandal on the working of the law, and one of the greatest pieces of injustice ever inflicted on shareholders. How the Messrs. LAIRD can have lent themselves to such a transaction is certainly an enigma, and it appears to us that some motive must exist in the nature of a grievance which the public are not aware of, and it would be certainly more satisfactory if the facts were made known.

"Sir,—It is not generally known that the British colony of Labuan was established in December, 1846, in order to become a coal depot for steam navigation, a harbour of refuge for ships disabled in the China seas, and as being in a commanding position in the event of a naval war.

"The island lies on the north-east coast of Borneo, 700 miles from Singapore and 1,000 from Hong Kong, and is the only other British port of refuge within the wide limits of the China seas.

"Its name, derived from the Malay 'Laboo,' or Anchor, describes how

well it is adapted to be a place of resort for shipping either to or from China; and as, in place of its being merely a coal depot, it has proved to be one great coalfield, the island may well be deemed an important addition to the British Empire.

"The Colonial Government, however, has taken no other steps to develop the valuable resources of the island than that of granting leases to companies, which have thereby been successively encouraged to expend upwards of £300,000 in securing to the country, with the hope of a fair profit to themselves, the advantage inestimable in these days of steam-propelled shipping, of an inexhaustible supply of first-rate steam coal at the spot where it was most needed.

"After struggling with many difficulties, the company has now completed works which admit of a daily supply of from 200 to 300 tons of valuable steam coal. The company, in order to legalise a proposed reduction of capital from £20 to £15 per share, now no longer possible, was placed last year in 'liquidation,' and in consequence of some small shareholders objecting to pay calls, 'under supervision of the Court.' The company has consequently been obliged to ask the Court's permission to send out its own funds to continue operations. This consent on the part of the Court has been refused, and the question remains whether the entire property of the company is therefore to be sacrificed.

"Should this country again be involved in war with a naval Power, the value of the Labuan coal-fields as now developed cannot be over estimated, coal being contraband of war, and its supply for naval purposes from this country liable to dangerous interruptions.

"During peace a sum equivalent to the entire cost of the Labuan Government establishment would be saved if 5,000 tons a year only were taken of Labuan coal by the navy at the island at 20s. per ton, the stipulated rate.

"Is it then fair that shareholders holding 150 out of more than 18,000 shares should by their opposition in court have the power to extinguish the interest of their fellow-shareholders in a property on which they have expended so much, and a return for which appears at length to be within their grasp?

"I have the honour to be, Sir, your obedient servant,

"FIAT JUSTITIA."

VISIT OF THE SHIOGOON'S BROTHER TO MALTA.

FROM Malta we have some account of a recent visit to that island by Prince MIMBOU-TOYOU, brother of the SHIOGOON of Japan. The PRINCE had previously made a short stay in Italy, and was brought from Leghorn to Malta by H.M.S. *Endymion*. On his arrival Rear-Admiral KELLETT waited on him, and he shortly after left the ship under a Royal salute from the *Endymion* and, disembarking at the Custom-house, proceeded to visit his Excellency Sir PATRICK GRANT, at the palace. He was received with regal honours by the GOVERNOR, and dined at the palace with all his suite, and in the afternoon witnessed some target practice from Forts Ricasoli and St. Angelo. On the following day he paid a return visit to Admiral KELLETT, who showed him over the naval arsenal, and the new naval dock in course of construction. A brilliant reception was held by Lady GRANT in the beautiful hall of St. Michael and St. George in the palace, which was splendidly fitted up for the occasion, followed by a grand banquet given in the spacious saloon containing the ancient armoury of the Knights, and other objects of historical interest. At the ranges at Pembroke Camp the PRINCE tried his skill as a rifleman, and proved himself by no means an indifferent shot. He is said to be very intelligent, and, like most of his countrymen, to take a special interest in guns and gunnery. His visit to Malta was at the special invitation of Her Majesty the QUEEN, and instructions were given that he should be received with all the honours due to a Royal personage, which instructions have been fully carried out, and it is understood that he expressed himself highly pleased with the attention he had met with. The young PRINCE took his departure in the *Endymion* on the 17th for Marseilles, en route to Paris and London.

THE SUEZ CANAL.

A CORRESPONDENT who has just completed an examination of the works in progress between Ismailia and Suez sends us the following as the result of his observations:—"The ship canal is so far finished to Ismailia (Lac Timsah) as to admit vessels drawing not more than eight feet. A small steamer intended for the transport service between Suez and Zoola came through on the 17th inst. She unshipped her screw in navigating the shoals near El Guisr, but the work of deepening this part of the canal is progressing rapidly, and there will be no difficulty in navigating the canal with this class of vessels in a few months. From Ismailia to Suez the work is progressing favourably. The heavy blasting and cutting at Serapeum (the heaviest section on the whole work) being pushed with a force of about 7,000 men and heavy machinery. M. LESSERS, who is expected from Paris shortly, and the resident engineers express their determination and ability to complete the junction between the two seas by June, 1869. Passengers are now carried through

the canal by steam from Port Said to Ismailia in eight hours, and thence by dahbiak to Suez in ten to twelve more. In my opinion there are no difficulties to be encountered greater than have been already overcome, certainly none but what time and money will easily remove. Suez I found quite busy; Alexandria unusually dull."

THE CASE OF MACKELLAR AND CO.

MUCH surprise has been expressed here at the extraordinary nature of the decision given by Mr. GIBSON in the bankruptcy case of MACKELLAR and Co., of Hankow (published at length in our last issue). Not only is it conveyed in language that reads more like a literal translation from some Chinese document than ordinary "Queen's English," but the judgment itself is unsound and impractical in the extreme. An award of one-half of the "profits, salary, emoluments, or "properties hereafter to be acquired by the bankrupts" during a term of four years, exclusive of their family expenses, cannot, we should think, be very satisfactory to the creditors, more especially when there seems to be no precise limit fixed to the said "family expenses." Indeed, should it so please them, the partners in any firm thus dealt with may contentedly settle down for four years to some occupation such as will just pay their expenses, and in the meanwhile gather fresh strength and lay new plans to embark on another career similar to that which Messrs. MACKELLAR and Co. have just brought to such a brilliant close; while the creditors will be no better off than they are now. To us it seems that the old-fashioned measure—a simple suspension of certificate—would have been the best after all. It is strange, by the way, that the decision (as published) only bears the signature of Mr. GIBSON, as "Judge of the Court," although he had three assessors, Messrs. PRICE, WOOD, and RINGER. Did they agree with the decision?

THE DUTCH MARINE INSURANCE COMPANIES.

WE have received the following letters regarding some observations made by our Rotterdam correspondent on the heavy losses experienced last year by certain Dutch insurance companies. We gladly give insertion to these explanations, but at the same time would remind those interested in them that our correspondent distinctly stated in his letter that the statements in question were derived from the local (Dutch) newspapers. Those journals, therefore, are responsible for the inaccuracies complained of:—

(To the Editor of the *London and China Telegraph*.)

SIR,—Having read in your paper of the 10th August last, under the head of "Holland," an article concerning the company we are representing, we beg to furnish you with some further particulars concerning this company, which will certainly modify in some way the tenor of the above-mentioned article, and of which please take due note. The Java Sea and Fire Insurance Company's capital amounts to 3,000,000*fl.*, of which 10 per cent. or 300,000*fl.* have been furnished. The shareholders are not only liable for the paid-up capital, but for the full amount of 3,000,000*fl.* When shares are transferred the credit of buyers is duly considered, in order to avoid involving the company into difficulties from that quarter.—We are, Sir, The Java Sea and Fire Insurance Company,
Batavia, Sept. 27, 1867. W. SUZEMOND.

(To the Editor of the *London and China Telegraph*.)

SIR,—We beg to inform you that in the *London and China Express* of the 10th August last, we find under the head of "Holland" a statement of several Dutch insurance companies, amongst which we also observe the Batavia Sea and Fire Insurance Company. This company lost, according to the above-mentioned statement, 50,000*fl.* of its capital of 180,000*fl.*. This is not correct. The capital of the company amounts to 3,000,000*fl.*, of which 10 per cent. or 300,000*fl.* have been paid. Besides this, there is a reserve fund of 180,000*fl.*, of which indeed 50*fl.* per cent. were lost, whilst the paid-up capital remained intact.

We therefore kindly request you to redress the mistake of your "special correspondent for Holland" in the first number of your journal to be published after receipt of the present.

As your paper is much read abroad, especially in British India and China, where we have established numerous agencies, you would much oblige us by stating the above-mentioned corrected facts in a rather ostensible way, so as to attract the attention of the readers of your esteemed journal.

We trust that you will readily comply with our request, the more so as there can be no doubt about the article having injured the credit of the company we are representing.

We still wish to state that the shareholders are liable for the full amount of the company's capital, and that by the transfer of shares due attention is paid to the credit of the buyers, so as not to expose the company to any loss from that quarter.—We remain, Sir,

The Batavia Sea and Fire Insurance Company,
Batavia, Sept. 27, 1867. L. W. GRIELING.

"THE EFFECTS OF USURY ON TRADE."

(To the Editor of the *London and China Telegraph*.)

SIR,—Your paper of the 16th contains an article with the above heading, in which you review my pamphlet on the subject, and you state that ac-

cording to the theory there laid down, all depositors or shareholders in whatever undertaking must be regarded as usurers—even shareholders in such undertakings as our noble mail steam companies. Allow me to point out to you that there is nothing in the theory which leads to that conclusion. So far as a bank is concerned, the depositing upon interest is usury, and holding a share in a bank which lends on interest is as much usury as holding a share in a gambling table would be gambling. But holding a share in a railway, a trading company, a steam packet company, a water works, or any honourable association, is in no way usury, but is as different from holding a debenture as marriage is different from adultery.—I remain, your obedient servant,
62, Cornhill, Nov. 18th. W. C. SILLAR.

A RUMOUR has been current during the past week that the CHANCELLOR of the EXCHEQUER would increase the duty on tea from 6*d.* to 1*s.*, as a partial means of covering the outlay incurred for the Abyssinian expedition. Several dealers have cleared from bond in anticipation, but there is no foundation whatever for the supposition. Mr. DISRAELI knows better than to commit such a mistake. The income-tax is now the recognised medium for increasing taxation for war purposes.

A DEPUTATION from the Manchester and Liverpool Chambers of Commerce has waited upon Sir STAFFORD NORTHCOTE to press the importance of completing the survey of the route from Rangoon to South-western China. The right hon. baronet said a war which is now going on in Burmah placed difficulties in the way of an early resumption of the survey, but "when it should be deemed advisable" to prosecute the undertaking, the Government would do its utmost to carry out the wishes of the deputation.

WE understand that the representations made to Lord STANLEY on the subject of the appointment of a Consul at Saigon have produced a promise that the appointment will be provided for in the next year's Civil Service Estimates.

Nabal and Military.

According to advices received by the Briton, the Cape had recovered its equanimity after the excitement of the Royal visit. The Duke of Edinburgh left Simon's Bay in the *Galatea* on the 2nd of October. His lengthened stay seemed to have passed off as agreeably to himself as it evidently did to the Cape people. The Prince during his stay mingled freely among all classes, and paid private as well as public visits to institutions. He also made a careful inspection of the Breakwater works, and finally acknowledged the hospitality he had received by giving a return ball at Simonstown prior to his departure. This ball was in every way a princely return of those given to the Duke by the Governor, colonists, and military, and passed off with brilliant *éclat*. The Duke left Capetown finally on September 28.

The *Army and Navy Gazette* refers to the fact that a good deal of gossip has reached this country from the Cape of Good Hope in reference to his Royal Highness the Duke of Edinburgh flying the standard of England on the occasion of his entering Simon's Bay, in the presence of his senior officer, and thus expecting from the latter a salute, which, in fact, was due from the former. An explanation, it is said, ensued, which led to the ordinary compliment being paid to Captain R. Purves from the guns of the *Galatea*, and so the matter was settled; but, doubtless, the attention of the Admiralty has been called to the subject, as, although the Duke is entitled to and will receive all the honours which are consistently due to a prince of the blood, it must be remembered that he is a captain in the Royal navy, and, as he is in command of one of her Majesty's ships, it is expected that he will comply with the rules of the service.

The *Crocodile*, iron screw troop-ship, Captain George W. Watson, arrived in Portsmouth harbour on the 21st from Alexandria, with a battalion of Rifle Brigade, and the 7th Dragoon Guards, military invalids, and time-expired men.

The *Serapis*, iron screw troop-ship, Captain John C. Soady, arrived at Spithead on the 21st from Alexandria, with military invalids and time-expired men. She came into Portsmouth harbour at noon, and discharged her invalids to Netley Hospital.

The *Royal Oak* and *Prince Consort*, when off Lisbon, and not more than fifty miles from the port, were ordered by signals to "proceed to Gibraltar, complete coals, give leave, and rejoin the Admiral at Lisbon without unnecessary delay." There was a head wind at the time, and the *Royal Oak* had to use five out of her six boilers and then could only make six knots. At one time she was burning five tons of coal an hour and scarcely making three knots. In order to reach Gibraltar to obtain 300 tons of coals the *Royal Oak* expended 250 tons in addition, and the *Prince Consort* 185. No less than £587. 5*s.* was the cost of that little amusement, or adding the cost of the voyage back, £776. 5*s.*

A gun has burst in one of the turrets of Her Majesty's ship *Wivern*, at Birkenhead. It was a 10 in. 12½-ton smooth-bore. Practice was being made with spherical shot and 30 lb. powder charges at a target 1,500 yards distant, when the breech of the left-hand gun in the after turret was blown clean away from the tube, struck the buffer on the side of the turret, and fell on the floor between the rears of the two guns. The breech just grazed the legs of the man acting as captain of the turret at the time, but no one was really hurt, the explosion, although happening at the wrong end of the gun, occurring above the level of the men's heads in the turret, with the exception of the "captain." The Lords have taken fright at the accident, and given orders that no more firing shall be made at present from the *Wivern's* smooth-bores. The Dutch are exhibiting to us in the Channel a turret-ship perfectly armed with rifled 12½-ton guns, mounted

on magnificent iron carriages and slides. We have spent thousands upon thousands of pounds sterling on "committees" and their interminable experiments, but the British navy has no turret-ship with an armament equal to that of the *Prins Hendrik*, nor her equal in turret equipment, from the carriages and slides down to the minutest portion of the gear and fittings. The "battle of the guns," about which so much has been written, has been of no advantage as yet to the few turret-ships of our navy.

On the 23rd, while some men were engaged in breaking up a number of condemned live shells at the back of the shell foundry in Woolwich Arsenal, an explosion of powder caused very considerable alarm and misgivings throughout the arsenal, and people gathered to the spot from every direction, making numberless inquiries. It was elicited that one of the old conical shells had partly undergone the operation of breaking up, when it was discovered that some of the contents, constituting the "live shell," had been overlooked, and that some 1½ lb. or 2 lb. of powder still remained in the shell. This was disposed of by casting a red-hot cinder into its midst, and the consequence above stated naturally followed, fortunately without injury. This was in the very centre of the manufacturing department, and occasioned manifest alarm and confusion.

The following notice was posted at the entrance gates of Chatham Dockyard on the 23rd:—"The following officer and men, invalided from Her Majesty's ship *Doria*, were lost in the mail steamer *Rhone*:—Dr. Henry Arnot, surg.; Isaac German, leading seaman; Charles Plet, A.B.; and Benjamin Hough, 88th company Woolwich Division Royal Marine Light Infantry."

The pontoon raft provided for the Indian troopship *Serapis*, and fitted out under the supervision of Capt. W. R. Menda, C.B., Director of Transports, was submitted to the necessary test in the river off Woolwich Arsenal, preparatory to its being despatched for shipment. The raft was hauled up to the landing stage at the boathouse, where a subdivision of the D battery B brigade Royal Horse Artillery, in command of Lieut. Rothe, was drawn up for embarkation. By some mishap, probably owing to the slippery state of the stage, from which the tide was fast receding, one of the limbers got over the side, and caused some delay. The subdivision afterwards went on board, consisting of 30 men, 20 horses, 1 gun and waggon weighing four tons, and 12 dockyard men, the whole amounting to from 18 to 20 tons. The raft is composed of four cylindrical floats, each weighing 1½ ton, and about 80 ft. long, with a platform 26 ft. by 80 ft., and is easily disconnected and carried with safety. The total weight of the raft is about 18 tons, and it drew when thus loaded 1 ft. 11 in. of water. After a careful survey, in which Lieut. Blood, R.E., who attended on duty at Chatham, took part, it was suggested that the buoyancy of the raft should be reduced by removing one of the pontoon floats, which would increase the steadiness of the raft, and add to its advantage. This was subsequently adopted.

Monetary and Commercial.

No dividend has yet been declared on the estate of Messrs. Robert Smith and Co., or Finlay, Campbell, and Co., and the current opinion is that 2s. 6d. will be realised on the former and 7s. 6d. on the latter. Some opposing creditors in the latter case have accepted that as a compromise. In the estate of Messrs. Lindsay and Co. the final guaranteed dividend of 2s. 6d., completing 7s. 6d., will be paid by the guarantors in February next. There is no probability of the creditors getting any further sum, and we believe the estate will leave a heavy loss to the guarantors. In Buchanan, Hamilton, and Co.'s, Glasgow, and Jarvie, Thorburn, and Co.'s, Shanghai, estates, the dividend paid has been 8s. 6d., and another 1s. is expected. In Hamilton, Gray, and Co., of Singapore, and Buchanan, Hamilton, and Co., the dividend will be 12s. 8d., of which 10s. 8d. is paid. In Fletcher and Co.'s estate there are two classes of creditors, who will receive 9s. 6d. and 13s. 6d. on the old firm. Creditors on Duncan Fletcher's estate 7s. 6d., and on the new firm 6s. About 2s. is now ready to be distributed, pending a reference to China. In the estate of Dow and Co. 2s. 6d. has been paid, and on Scott, Bell, and Co., 5s. Claimants who rank on the two estates will receive about 15s.

With regard to the new Bank of Bombay, it is stated that Sir Stafford Northcote has come to the conclusion that the Government should not take shares in the new bank. He is, however, anxious to afford it such support as he can give consistently with this decision, and is in communication with the Governments of India and Bombay as to a plan of audit or inspection on the part of the Government, which, if accepted by the shareholders, would justify the Government in keeping its account at the bank.

A recent telegram to Messrs. Matheson and Co. from their Calcutta correspondents requests a contradiction to be given to a statement current that the Bank of Bengal objects to do business with the new Bombay Bank if constituted. No regular branch of the Bank of Bengal has been opened in Bombay, only an agency.

The biddings for bills on India took place on the 20th, at the Bank of England. The amounts allotted were:—To Calcutta, £82,500; and to Madras, £17,500. The minimum price was fixed, as before, at 1s. 11½d. on Calcutta and Madras. Tenders on these presidencies at the minimum will receive

about 49 per cent.; those above will be allotted in full. No tenders were invited on Bombay. The result shows a diminution in the demand for remittance to the East.

The Silver market has become somewhat firmer this week from the downward tendency of the exchanges, as the Continent is the only place where the metal is now shipped to there being no demand for the East. Bars are firm at 5s. 0¾d. per ounce standard, and Mexican dollars at 4s. 10¾d. to 4s. 11d. per ounce.

The Crown Agents for the Colonies have invited tenders for £100,000 Ceylon Government Six per Cent. Debentures, redeemable at par in sixteen years. This is the final portion of an authorised issue of £700,000 for the construction of the railway from Colombo to Kandy. The security offered consists of the general revenue of the colony, with a special hypothecation of the export duty on coffee (amounting to about £50,000 a year), and the net earnings of the railway. The tenders are to be sent in before the 30th inst.

Mr. Leopold de Rothschild, third son of Baron Lionel de Rothschild, the head of the London firm of Rothschild, was admitted into that house on the 21st inst.

The failure has been announced of Messrs. Yates and Corkling, of Manchester, commission merchants, with liabilities estimated at about £40,000. The extent of business and credit of the firm was moderate.

The decision of the Court in reference to the call of £10 on the shareholders of the Commercial Bank has been again postponed, until the 7th of December. We understand that the opposing shareholders rely on their right to oppose, on the clause in their charter that they are only liable for double the amount of capital, £25, when the assets are insufficient for the payment of debts, and that a call should not be made until the assets are all realised. This would compel the liquidator to realise at once, at a great sacrifice. The first call of £10 should realise £400,000, but we doubt if it will be worth more than half in these times, especially as a large number of shareholders are natives of Bombay. The creditors have only received 10s. at present, and the other 10s. appears very doubtful.

The amount of bullion by the P. and O. Company's steamer *Fera*, from Southampton on the 20th inst., was, in gold, to Alexandria, £40,300; in silver, to Hong Kong, £24,557, on Government account; to Shanghai, £6,250; total, in gold, £40,300; in silver, £30,807.

The annexed explanation refers to the recent bankruptcy case of Mr. Lewis Balfour, junior:—

Sir,—With reference to a report of the proceedings in the Court of Bankruptcy, of Nov. 13th, in *Re Lewis Balfour, jun.* stating that the Comptoir d'Escompte de Paris are creditors of Messrs. Balfour and Company at Calcutta for £23,713, I take the liberty to say that the drafts drawn by the said firm on Messrs. Small and Co., of London, and held by the Comptoir, were not only fully secured by shipping documents of produce, but that the sale of these securities realised a surplus, which was handed over to Messrs. Small and Co., and that consequently the Comptoir d'Escompte de Paris does not rank on the estate of Messrs. Balfour and Co.—I am, &c.,

G. PIETSCH, Agent Comptoir d'Escompte de Paris.

The following, on the cotton crop, is from the Circular of Messrs. Neill Bros.:—

The crop accounts continue generally favourable. In some sections there have been rain storms which will do harm, but perfect weather was not to be expected, and, on the whole, it has been unusually good. There is, as yet, no appearance of frost, so that the crop has continued making except in certain districts, where all chance of a "top-crop" was spoiled by the drought of August. In those districts the crop is made already, and in great part gathered. We still hear complaints, from sections where the crop is large, of deficiency in the supply of labour. But it is much more agreeable to hear of there being more cotton than labour than it would be to hear of more labour than cotton. It has long been a favourite Southern theory that the negroes are dying out, and we have heard estimates of a reduction of a million in their numbers since 1860. We have always contended against such ideas, and we are glad to have to-day from Washington the testimony on this point of General Howard, long chief of the Freedmen's Bureau, and the highest authority on the subject. He says, commenting on the large negro vote polled in the recent elections:—"Carefully compiled statistics warrant the conclusion that the aggregate negro population of the United States has increased from 1860 to the present date. The decrease heretofore alleged was based, in part, on my report of December 21, 1866, which was estimated from very meagre statistics. It was more accurate in regard to the rural districts, and the lessened number of coloured persons found in those districts led to the inference that the whole number had decreased, without properly estimating constant change of location, large numbers having flocked to the cities north and south. The apparently diminished rate of increase of that population in the entire south is accounted for by emigration to all the Northern States. From this district alone more than 10,000 have gone north, and obtained homes and employment." On the basis of the increase of negro population, from 1850 to 1860, General Howard estimates that at the close of the rebellion they numbered nearly

four millions and a-half. He adds:—"The negro population of the South, excepting a number of about 250,000 enrolled in the army of the Union, was but little exposed to the hazards and vicissitudes of war, and to a great extent preserved their organisation as labourers throughout the struggle." We have not the least doubt that the picking power of the South is larger than ever before, although perhaps not so well distributed. The women and children did not fight; the percentage of negro men killed was very small; and there is more white labour in the field than of old. The small returns left to planters by the present low scale of prices, after paying the revenue-tax and other heavy expenses, are bitterly complained of, and form a more real grievance. A more economical system of cultivation must be adopted, and the tax reduced or abolished. Otherwise the production may fall off instead of increasing in future seasons.

The London Chartered Bank of Australia have forwarded their abstract of profit and loss account for the 30th June. The balance of profit and loss in London and the colonies for the half-year is £46,767 10s. 3d., which, with £10,570 15s. 10d. balance carried forward, makes a total of £57,338 6s. 1d. The dividend proposed to be paid, viz., 4 per cent. on capital for the half-year, free of income tax, is £40,000, the amount to be carried to the reserve fund is £5,000, and to the colonial building fund £2,000, leaving a balance for the next half-year of £10,338 6s. 1d. A meeting for the 3rd proximo has been convened.

A prospectus has been issued of the Anglo-Argentine Company, with a capital of £50,000, in shares of £1, to complete the development of the silver deposits in the province of San Juan, in the Argentine Republic. It appears that extensive smelting and reduction works have been established and brought into operation, at a cost of £45,000, and that the present company is to be constituted to carry on the management and to supply the current funds required for buying with ready money the ores extracted by the native miners, and to meet the general working expenses for stores, &c. No payment is exacted either for the works or plant, or for the various mines acquired, the stipulation of the proprietors simply being that they shall receive the amount in shares after the company shall have earned a dividend of 20 per cent.

The liquidators of the Imperial Mercantile Credit Association (Limited) have sent a circular to the shareholders, in which they state that, with very few exceptions, they have succeeded in obtaining the assent of the creditors to the arrangement proposed in their report of the 14th of June last, subject to a few modifications which have been submitted to and approved by the committee. Under this arrangement the balance of the claims of the creditors is payable by six equal half-yearly instalments, the first of which will fall due on the 30th of December next, and the rate of interest on their respective debts is reduced from 11 per cent. per annum to 5 throughout the liquidation, thus saving about £77,000. It is added that, in the absence of any proposal from the shareholders by the 1st of December for the payment of overdue calls, application will be made to the Court of Chancery for power to enforce the same without further delay.

An ordinary meeting of the Anglo-Egyptian Banking Company is convened for the 29th inst.

Application has been made to wind up the following companies:—The Nicaragua Railway Company (Limited), the International Hotel Company (Limited), and the Oriental Inland Steam Company (Limited).

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint-Stock Banks.	Paid.	Prices Nov. 26.
£10	Agra Bank, A shares	6	4 to 1½ pm.
10	Do. B do.	—	8 to 10
25	Bank of Egypt	All	35 to 37
20	Chartered Bank Ind. Aust., & China	All	18 to 19
25	Chartered Merc. of India and China	All	28 to 30
20	City Bank	10	13½ to 15½
50	London and County	20	50 to 52
50	London Joint Stock	15	36 to 37
100	London and Westminster	20	68 to 70
25	Oriental Bank Corporation	All	42 to 43
50	Union of London	15	38 to 35
MISCELLANEOUS.			
5	Bombay Gas	All	4 to 4½
—	Ceylon Deb., Nov. 1866, 6 per cent.	100	101 to 103
—	Do. Do. 1878	100	108 to 109
—	Do. Do. 1872	100	103 to 105½d.
20	Ceylon Company	10	1½ to 1 dis.
20	Do. A shares	5	2 to 1 dis.
20	China Steamship & Locomotive Co.	15	15½ to 14½ dis.
10	Credit Foncier & Mobilier of England	9	7 to 6½ dis.
20	Egyptian Com. & Trading Company	6	4½ to 4½ dis.
10	General Credit & Discount Company	7½	22 to 24 dis.
10	Hong Kong and China Gas	All	8 to 10
20	International Finance Society	5	2½ to 2½ dis.
5	Oriental Gas	All	5½ to 5½
10	O. Inland Steam	All	—
50	P. and O. Steam Company	All	57 to 59
50	Do. New 1865	All	57 to 59
50	Do. Do. 1867	5	½ dis. to 1 pm.
20	Société Financière d'Egypte	10	7½ to 8½ dis.
10	Upper Assam Tea	All	3 to 4
100	West India Steam Company	60	64 to 66

EXPORTS TO THE FAR EAST.

The monthly tables issued by Mr. Sam Mendel contain the following details of the Cotton Goods shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Batavia, Manila, Singapore, and Ceylon.

To HONG KONG AND WHAMPOA.—For the month ended 16th Nov. 1867: Plain Cottons, 7,716,165; Coloured Cottons, 359,865; Printed Cottons, 57,500 yards; Cotton Yarn, 965,120 lbs.; total value of Cotton Goods, £201,619. For the eleven months ended 16th Nov., 1867: Plain Cottons, 45,298,711; Coloured Cottons, 2,205,061; Printed Cottons, 718,061 yards; Cotton Yarn, 6,261,914 lbs.; total value of Cotton Goods, £1,487,219. Increase in value for 1867 against 1866, £118,346. For the eleven months ended 16th Nov., 1866: Plain Cottons,

86,057,484; Coloured Cottons, 8,671,009; Printed Cottons, 796,640 yards; Cotton Yarn, 4,405,988 lbs.; total value of Cotton Goods, £1,268,873. For the eleven months ended 16th Nov., 1865: Plain Cottons, 29,889,694; Coloured Cottons, 2,752,995; Printed Cottons 376,696 yards; Cotton Yarn, 1,137,600 lbs.; total value of Cotton Goods, £286,305.

To SHANGHAI.—For the month ended 16th Nov., 1867: Plain Cottons, 22,334,468; Coloured Cottons, 1,707,310; Printed Cottons, 839,400 yards; Cotton Yarn, 12,000 lbs.; total value of Cotton Goods, £401,034. For the eleven months ended 16th Nov., 1867: Plain Cottons, 118,811,072; Coloured Cottons, 9,808,038; Printed Cottons, 5,095,736 yds.; Cotton Yarn, 441,232 lbs.; total value of Cotton Goods, £2,551,287. Decrease in value for 1867 against 1866, £410,331. For the eleven months ended 16th Nov., 1866: Plain Cottons, 111,118,147; Coloured Cottons, 10,901,907; Printed Cottons, 5,539,770 yards; Cotton Yarn, 68,800 lbs.; total value of Cotton Goods, £2,961,618. For the eleven months ended 16th Nov., 1865: Plain Cottons, 67,874,707; Coloured Cottons, 4,622,708; Printed Cottons, 2,246,183 yards; Cotton Yarn, 96,000 lbs.; total value of Cotton Goods, £1,641,538.

To JAPAN.—For the month ended 16th November, 1867: Plain Cottons, 2,303,014; Coloured Cottons, 53,875; Printed Cottons, 102,516 yards; Cotton Yarn, 532,070 lbs.; total value of Cotton Goods, £70,709. For the eleven months ended 16th November, 1867: Plain Cottons, 19,088,504; Coloured Cottons, 3,146,706; Printed Cottons, 788,418 yards; Cotton Yarn, 2,996,149 lbs.; total value of Cotton Goods, £685,589. Decrease in value for 1867 against 1866, £121,606. For the eleven months ended 16th November, 1866: Plain Cottons, 22,393,808; Coloured Cottons, 2,537,614; Printed Cottons, 2,292,921 yards; Cotton Yarn, 1,397,730 lbs.; total value of Cotton Goods, £807,135. For the eleven months ended 16th November, 1865: Plain Cottons, 13,516,644; Coloured Cottons, 1,052,978; Printed Cottons, 1,354,364 yards; Cotton Yarn, 292,700 lbs.; total value of Cotton Goods, £385,090.

To SINGAPORE AND PENANG.—For the month ended 16th Nov., 1867: Plain Cottons, 6,240,158; Coloured Cottons, 669,783; Printed Cottons, 511,153 yards; Cotton Yarn, 398,346 lbs.; total value of Cotton Goods, £152,436. For the eleven months ended 16th Nov., 1867: Plain Cottons, 57,971,515; Coloured Cottons, 8,308,809; Printed Cottons, 4,209,452 yards; Cotton Yarn, 2,670,639 lbs.; total value of Cotton Goods, £1,587,052. Increase in value for 1867 against 1866, £172,011. For the eleven months ended 16th Nov., 1866: Plain Cottons, 42,841,766; Coloured Cottons, 7,316,373; Printed Cottons, 4,029,224 yards; Cotton Yarn, 1,572,877 lbs.; total value of Cotton Goods, £1,415,041. For the eleven months ended 16th Nov., 1865: Plain Cottons, 30,947,818; Coloured Cottons, 5,212,951; Printed Cottons, 1,745,896 yards; Cotton Yarn, 1,110,485 lbs.; total value of Cotton Goods, £894,143.

To BATAVIA.—For the month ended 16th November, 1867: Plain Cottons, 2,262,517; Coloured Cottons, 946,203; Printed Cottons, 793,328 yards; Cotton Yarn, 130,590 lbs.; total value of Cotton Goods, £89,165. For the eleven months ended 16th November, 1867: Plain Cottons, 17,330,196; Coloured Cottons, 12,262,487; Printed Cottons, 12,764,488 yards; Cotton Yarn, 628,155 lbs.; total value of Cotton Goods, £1,005,236. Decrease in value for 1867 against 1866, £325,943. For the eleven months ended 16th November, 1866: Plain Cottons, 33,538,654; Coloured Cottons, 11,470,621; Printed Cottons, 10,101,429 yards; Cotton Yarn, 671,766 lbs.; total value of Cotton Goods, £1,851,179. For the eleven months ended 16th November, 1865: Plain Cottons, 13,721,877; Coloured Cottons, 5,041,199; Printed Cottons, 6,779,247 yards; Cotton Yarn, 494,310 lbs.; total value of Cotton Goods, £624,850.

To MANILA.—For the month ended 16th November, 1867: Plain Cottons, 582,155; Coloured Cottons, 976,172; Printed Cottons, 73,608 yards; Cotton Yarn, 19,400 lbs.; total value of Cotton Goods, £39,165. For the eleven months ended 16th November, 1867: Plain Cottons, 16,054,803; Coloured Cottons, 14,580,986; Printed Cottons, 842,027 yards; Cotton Yarn, 182,826 lbs.; total value of Cotton Goods, £758,443. Increase in value for 1867 against 1866, £142,772. For the eleven months ended 16th November, 1866: Plain Cottons, 10,284,085; Coloured Cottons, 12,301,701; Printed Cottons, 552,915 yards; Cotton Yarn, 78,318 lbs.; total value of Cotton Goods, £615,671. For the eleven months ended 16th November, 1865: Plain Cottons, 12,502,123; Coloured Cottons, 12,392,900; Printed Cottons, 1,069,065 yards; Cotton Yarn, 96,052 lbs.; total value of Cotton Goods, £622,727.

To CEYLON.—For the month ended 16th November, 1867: Plain Cottons, 2,304,470; Coloured Cottons, 128,616; Printed Cottons, 4,178 yards; Cotton Yarn, 109,000 lbs.; total value of Cotton Goods, £51,411. For the eleven months ended 16th November, 1867: Plain Cottons, 16,852,329; Coloured Cottons, 1,213,324; Printed Cottons, 1,992,800 yards; Cotton Yarn, 324,235 lbs.; total value of Cotton Goods, £444,983. Decrease in value for 1867 against 1866, £225,003. For the eleven months ended 16th November, 1866: Plain Cottons, 17,375,236; Coloured Cottons, 1,460,451; Printed Cottons, 4,064,862 yards; Cotton Yarn, 796,422 lbs.; total value of Cotton Goods, £669,986. For the eleven months ended 16th November, 1865: Plain Cottons, 9,775,748; Coloured Cottons, 1,191,015; Printed Cottons, 1,647,054 yards; Cotton Yarn, 280,390 lbs.; total value of Cotton Goods, £344,085.

ARTICLES OF IMPORT.

TEA.—The clearances from 1st to 21st inst. (the latest period of customs returns) amount to 6,598,000 lbs., or an increase of about 2,000,000 lbs. This increase is owing to a rumour current in Minglan-lane that the Chancellor of the Exchequer would increase the duty from 6d. to 1s., in order to assist in covering the cost of the Abyssinian expedition. This has checked purchases to some extent, and the teas bought by Mackellar and Co., and re-sold at Shanghai, have been on the market, and sold without reserve. Congous: There has been rather more inquiry for siftings, and prices, both of the Kaisow and Moning sorts may be called 3d. per lb. higher. Broken-leaf kinds remain firm. Fair to good common show no change. Some sales of fair flavory kinds, of old import, have been made from 1s. to 1s. 1d. per lb. Those of this season remain very difficult of sale at the low range of prices established. Good to fine Kaisows have sold to a fair

extent, but in some instances at rather lower prices. Finest have met with only a moderate demand. In Pak Lings there is no alteration to notice. Common to fair black-leaf kinds have been sold to some extent, but prices have declined about 1d. per lb. In good kinds there is no alteration. In new Monings there has been a fair business done in the fair to good qualities at the decline last quoted. Fine to finest have not commanded such high rates with the exception of any really superior chope, which are taken for export. Fair to good Oolongs remain difficult of sale, but fine to finest are in fair demand. Further supplies of good to fine Souchongs have come to hand, and sales have been made at rather lower prices for the good qualities. Scented Capers have been taken to some extent at a shade under previous prices for fair qualities; fine have also sold rather lower. Canton Scented Orange Pekoes, of fair to good kind, still remain difficult to move; fine to finest have been better supported. Foochow kinds have been in demand, and prices show no alteration. In Uncoloured Japans there has not been much doing. Green Teas: In these business has been limited, but the samples, per Agamemnon, have been placed on the market, and have met with a steady demand from the trade at very full prices for all the finer kinds of Ping Suey. Canton Gunpowder show no alteration. The sales of China Tea on the 19th instant consisted of 9,263 packages, of which 8,084 packages were sold, the whole being without reserve. The following, on the duty question, is from the *Produce Market Review*:—Tea dealers, in common with those engaged in other trades, are fully alive to the fact that the Abyssinian expedition requires the indispensable assistance of money, the sinew of all wars; but, whether it will be obtained by retaxing tea with the 1s. duty, or how it will be raised, is, of course, still uncertain, and the recent meeting of Parliament has not yet removed the uncertainty. The unusually large duty-payments that have been made this week could be attributed to no other cause than that there is a very general impression amongst the trade that the tea duty will be raised; and it is argued by many as being more probable on account of its having been so recently reduced; an argument which, in our opinion, ought to tell the other way. The greater portion of the purchases made by the grocers this week have not been for use, but for immediate duty-payment, in anticipation of a higher tax, but a large proportion of the trade have merely cleared the stock they had remaining in bond, and wait the result of the Chancellor of the Exchequer's plan for raising money, before purchasing further. An additional duty of 6d. per lb., calculating the deliveries for home consumption at last year's total of 100,000,000 lbs., would be equal to an addition of £22,000 to the revenue for a year; but speculations or surmises regarding the tea-duty are, in our opinion, not only premature, but useless.

SILK.—The change for the better so long hoped for in the Silk market has at length taken place, and within the last ten days we have had an extensive business, with an improvement in prices of 1s. and 1s. 6d. in some cases. In China the demand has been principally for Tsattees, the low quotations now ruling having brought some large Continental buyers into the market. Chop Silks are scarcer than ever, and firm at 28s. for No. 3, while all other descriptions must be quoted 6d. to 1s. per lb. dearer, Red Peacocks having been sold at 24s. 6d. Japan Silk has shared to some extent in the general activity, but fine Mibash, which is most wanted, scarcely exists, and fetches comparatively high rates, an exceptionally good parcel having recently been placed at 83s. Deliveries from the 1st to 23rd inclusive—China, 2,182 bales; Japan 467 bales; total, 2,599 bales.

	s.	d.	s.	d.	
CHINA:—Tsattee, No. 1 & 2	28	6	to	30	0
" No. 3	27	0	to	28	0
" Hanchow	21	0	to	23	0
Yuenfa and Hamin, No. 1 & 2	23	6	to	26	0
" No. 3	22	6	to	23	0
Taysam, No. 1 & 2	23	0	to	25	0
" No. 3	21	0	to	23	0
Long Reel	17	0	to	21	0
Skains	19	0	to	19	6
Canton	16	0	to	21	0
JAPAN:—Mibash & Sinchew, No. 1 & 2	29	0	to	31	6
" No. 3	27	0	to	28	0
Ida, Bricks, No. 1 & 2	26	0	to	30	0
" No. 3	22	0	to	24	0
Sodai, No. 1 & 2	25	0	to	28	0
" No. 3	23	0	to	24	0

COTTON.—The cotton market has been quiet, though the demand has been general, it has been confined chiefly to supplying the immediate wants of the trade, while comparatively little has been done for export. Prices generally close rather below the quotations given in our last issue. American has been irregular, the newly-landed cotton is pressed for sale, and quotations are reduced about 1d. per lb. New York advices to the 21st inst. quote middling American 18s., costing to sell in Liverpool 8d. per sailing vessel and 8 1/2d. per steamer. In East India the business has been rather limited, and with a large quantity offering prices have further declined, and are generally 1d. per lb. lower. Quotations are 7d. to 9 1/2d. for American, 5d. to 7 1/2d. for Surat, 6d. for Madras, and 4 1/2d. to 6 1/2d. for Bengal, Scinde, &c. There have been no transactions in China or Japan.

COFFEE.—The anticipated favourable result of the last Dutch sale of the year has influenced the market to some extent, and with a light quantity of Plantation Ceylon offering, business has been done at full prices; for Native there has been decidedly more demand, and privately several parcels have changed hands at an advance of 6d. to 1s. per cwt. The public sales of Plantation have been very small, amounting to only 297 casks, 27 barrels, 651 bags, and contained only a small quantity of desirable quality, which was mostly bought in. About two-thirds were disposed of, garblings and triage 13s. to 5 1/2s., good ordinary small to fine ordinary 65s. to 72s., fine fine ordinary to middling 73s. 6d. to 77s. 6d., peaberry 85s. to 92s. Native has continued in steady demand at fully 1s. above the recent lowest point for good ordinary, and at a greater advance for superior kinds; by private contract about 1,000 bags have sold at 53s. 6d. to 55s., also 150 casks at 53s. to 54s.; and in auction of 169 casks 19 barrels the greater part was bought in at 53s., a few lots 51s. and 771 bags chiefly sold, good ordinary to real good ordinary 54s. to 55s., ordinary and small 48s. 6d. to 52s. The sale of 110,500 bags by the Dutch Trading Company on the 20th instant (the last this year) passed off satisfactorily, the whole quantity brought forward finding buyers at prices on the average 1/4 to 1 cent. above those of the October auction; good ordinary Java at 88 to 88 1/2 cents.

COIR YARN.—Of 40 tons Ceylon brought forward at the auctions, only

a small portion sold, realising £45 10s. to £52 for fine, and £33 for good middling, the remainder being bought in at £26 to £31 per ton.

CURCH.—The market continues firm at the previous quotation of 45s. for fine Pegu.

CAMPHOR.—There is scarcely any business doing, the stock being firmly held for the former rates of £6 10s. to £6 15s. per cwt. for China, and £6 12s. 6d. to £6 15s. for Japan, buyers only offering a reduction upon those terms.

COCOA-NUT OIL.—The market is still extremely quiet. Offers of Ceylon are made at £51 10s. to £52 per ton which meet with but little response.

INDIA-RUBBER.—At the public sales 12 baskets Borneo sold at 1s. 3 1/2d., and of 30 baskets Singapore one-third only realised 1s. 9d. per lb. LEAD remains steady at previous quotations.

GALLS.—Of China 30 cases were bought in at 58s. per cwt., and of Japan 100 cases at 55s.

JAPAN WAX.—We are still without offers. There is a good demand and for a few boxes good saucers £5 7s. 6d. per cwt. has been realised.

MANILA HEMP.—The market is extremely quiet, and only limited business has been done on the spot at about former terms. For arrival 720 bales per Monarch have been sold at £47 per ton.

PEPPER.—Black: A fair inquiry has prevailed, and about 3,000 bags have been taken privately, Singapore at 3 1/2d. to 3 3/4d., Penang at 3d. to 3 1/2d. 1254 bags Singapore and 2197 bags Penang at public sale, were held firmly and nearly all bought in, 1,000 bags of the latter having since been sold, greyish Acheen 3d. to 1-16d. White: 1,280 bags Singapore were about half disposed of at easy prices, middling to fair 5d. to 5 1/2d., and 200 bags Penang privately at 4 1/2d. to 5d.

PLUMBAGO.—The market is steady, and of 587 barrels Ceylon offered at the auctions 357 barrels were held for high rates and bought in good middling lump at 32s.; middling at 28s.; dust at 10s. 6d. to 12s.; the remainder realising 15s. to 24s. 6d. for lump, and 10s. to 10s. 3d. for dust.

RICE.—A better demand has prevailed with limited business at a little under the previous highest prices, and in soft grain at not more than 3d. to 6d. under. The sales of soft grain reach about 2,500 tons on the spot and arrived, Necransie 12s. to 12s. 1 1/2d., Bassein 12s. to 12s. 6d., landed, and Rangoon 11s. 6d. to 12s. ex ship. Also for spring shipment a cargo of 1,000 tons, of Rangoon 11s. 3d., Bassein 11s., Necransie 10s. 9d. In auction the following quantities of soft grain were sold on cheaper terms; 7,104 bags Necransie of indirect import, ordinary heated to good 10s. 6d. to 11s. 6d., a few lots 12s., prompt six weeks; 948 bags broken Bassein 10s. 6d. full prompt.

SUGAR.—The market since our last report has been extremely dull, and the business done very trifling. There have been no transactions in East India descriptions the only parcel of Manila brought forward, consisting of 2,730 bags clayed, being withdrawn.

SPICES.—Cloves: One case ordinary Penang sold at 9 1/2d. per lb. Mace: At auction 8 cases Penang realised 2s. 6d. to 2s. 7d. for low middling red, and 2s. 2d. for ordinary. Nutmegs: At public sale 50 cases Penang, of fresh import, sold readily at steady prices; fine bold, 68 to 67 nuts to the lb., at 8s. 11d. to 4s.; good 72's, at 8s. 4d.; middling 78's, at 2s. 1d.; 79's, at 2s.; 84's, at 1s. 10d.; 92's, at 1s. 6d. to 1s. 7d.; 95's, at 1s. 5d. to 1s. 6d.; small 116's at 1s. 3d. to 4s. 4d.

TERRA JAPONICA.—In the market for Gambier a disposition to meet the offers has been shown, and prices are lower. The sales privately amount to 2,500 bales, good dry at 16s., common 15s. 6d. In auction 930 bales partly heated were bought in at 16s.; 15 tons badly sea-damaged sold without reserve at 11s. to 12s. 6d.

TIN.—The market for Straits has shared in the depression common to the metal trade generally, and, consequently, the business has been limited. There have been buyers of Straits throughout the week at £89 10s. cash, and sellers at £90, and about 100 tons have changed hands at these prices.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £6 7s. 6d. to £6 10s.; nail rods, £7 to £7 15s.; hoops, £8 7s. 6d. to £9; sheets, single, £9 15s. to £10; Staffordshire bars, £7 5s. 6d. to £7 15s.; rails, £5 10s. to £6.

STEEL.—Swedish kegs, £15 to £15 10s.

COPPER.—Sheet and Sheathing, £80 to £82 per ton; yellow metal, 7d. per lb.

LEAD, &c.—English pig, W.B., £21 10s.; shot, patent, £22 10s., sheet, £20 10s.; spelter, £21 10s.; zinc, English sheet, £28; quicksilver, £6 17s., in bottles of 75 lbs. each.

In the Metal Market, although prices of almost all articles are relatively moderate, the tone of the market does not improve, and sales are not readily effected at previous quotations.

TIN PLATES are dull of sale and prices rather easier.

SPEITER is held less firmly, and common plates on the spot might be bought at £21 12s. 6d., 25 tons WH. plates have been sold for the spring at £21 10s.

COPPER.—The only business of importance has been in Chili. Sales of bars in Liverpool and Swansea are reported at £69, and Ore and Regulus 14s. 3d. per unit. English tough is dull at £75 to £76. Nothing reported in foreign. Burra £83, Wallaroo £81 nominally.

IRON.—Increased dullness in this trade is reported from Staffordshire and Wales, and purchases are effected on easier terms. Scotch Pig also is over at 53s. 9d. cash.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 1st January by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£818,895
Foo-chow-Foo	—	5,000
Amoy	—	—
Hong Kong	—	113,831
Singapore	—	8,140
Penang	—	—
Yokohama	—	600

FROM MARSEILLES.
(By the P. and O. Company's Steamers.)

	Gold.	Silver.
Singapore	—	—
Penang	—	—
Hong Kong	—	125,000
Foo-chow-Yoo	—	—
Shanghai	—	19,788
Yokohama	400	7,402

PER FRENCH MAIL STEAMERS.

	Gold.	Silver.
To Singapore	—	—
To Saigon	—	—
To Batavia	—	—
To Hong Kong	—	—
To Shanghai	—	—
To Yokohama	—	—

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9½ to —
Spanish Doubloon	£ 15 0 to 3 16 0
United States Gold Coin	£ 16 3 to 3 16 4
Silver in Bars	0 5 0½ to 0 5 0½
Mexican Dollars	0 4 10 15-16

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Nov 13	Egeria	Bart	Akyab	Scilly.
— 14	M. A. Evans	Davis	Rangoon	Queenstown.
— 15	Herald of the Morning	Henderson	Batavia	Off Falmouth.
— 16	Belle of Southesk	McKenzie	Foochow	London.
— 17	Agamemnon (s.s.)	Middleton	China, &c.	Do.
Oct 25	John Milton	Boutillier	Saigon	Pernambuco.
Nov 19	Raleigh	Dubson	Colombo	London.
— 16	Christiana	—	Japan	Off Dover.
— 14	Mirella	Bruce	Singapore	Off Falmouth.
— 13	Dordrecht	Verhoer	Batavia	Off Dampier.
— 12	Twilight	McAuley	Singapore	Queenstown.
— 20	Finella	Hammer	Penang	Falmouth.
— 21	Zambesi	Murray	Java	Do.
— 21	Von Berg	Lindemann	Rangoon	Do.
— 22	Batavia	v. Dolder	Batavia	Do.
— 20	Henrich, Ger. Susanna	Dam	Do.	Brouwershaven.
— 23	Burdwan	—	Foochow	London.

* With crew sick.

DEPARTURES.

Date.	Ship.	Captain.	For	From
Nov 15	Aureliana	Sarachaga	Manila	London.
— 10	Aurora	Norberg	Hong Kong	Newport.
— 10	Golden Spar	Ronald	Do.	London.
— 15	Andrew Jackson	Callum	Shanghai	Newport.
— 16	Chinaman	Downie	Hong Kong	London.
— 19	Eliza Shaw	Cull	Yokohama	Do.
— 19	White Adder	Moore	Shanghai	Do.
— 19	Boyne	Jones	Colombo	Do.
—	Koning Willem III.	—	Batavia	Amsterdam.
— 14	Ophir	—	Hong Kong	Shields.
— 16	Kinfauns Castle	Holms	Singapore	Clyde.
Oct 29	Saltate	—	Yokohama	Charleston.
— 30	Neutun	—	Hong Kong	Boston.
—	Isabelita	Mundaca	Manila	Hamburg.
Nov 20	Isabelita	McCarthy	Shanghai	Cardiff.
— 21	Thurselda	Huncken	Newport & Singapore	London.
— 21	John Banfield	Bastian	Hong Kong	Cardiff.

(See Commercial Postscript.)

LOADING.

At LONDON.—For Yokohama and Nagasaki: Fire Queen. For Shanghai: Min, City of Aberdeen, Gossamer, Argonaut, Leander. For Hong Kong: Black Prince, Falcon, Wemyss Castle, Chusan. For Manila: Angela. For Batavia and Sourabaya: Erna. For Singapore: Doon, Belle of Southesk. For Penang: Ceylon. For Colombo: Jeddo, Aboyne, Susan Pardew, Wynaud.

At LIVERPOOL.—For Yokohama: Westminster. For Shanghai: Forward Ho! For Hong Kong: Maria Louisa Antoinette, Everest, Adriana Petronella, Mataura. For Singapore: Patriot Queen, Panuco. For Manila: Abnegacion, Cinco Hermanos, Victoria. For Batavia and Sourabaya: Baron van Heemstra. For Galle: Helen Denny.

At GLASGOW.—For Batavia and Sourabaya: County of Ayr.

SPOKEN.

HERMAN DE RUITER, Amsterdam to Samarang, Sept. 27, 16 S., 30 W.
 COURANTO, London to Batavia, Oct. 9, 11 N., 27 W.
 THAMES, London to Ceylon, Oct. 6, 8 N., 25 W.
 WILD ROVER, Manila to New York, Sept. 20, 29 S., 10 E.
 L. ATON (barq.), Liverpool to Shanghai, Oct. 3, 17 S., 32 W.
 SHAKESPEARE (ship), London to Shanghai, Oct. 3, 17 S., 32 W.
 BELLA MARIA, Liverpool to Singapore, June 19, 40 N., 12 W.
 ELDORADO, Cardiff to Singapore, Sept. 2, 18 S., 30 W.
 OFHELIA, Sunderland to Hong Kong, May 5, 42 N., 14 W.
 BLAIR ATHOL, Newcastle to Galle, Sept. 27, 31 N., 19 W.
 MARGARET FALCONER, Clyde to Penang, 43 days out, 3 S., 32 W.
 AJAX (s.s.), Liverpool to Singapore, China, &c., Nov. 1, 9 N., 16 W.
 PRESIDENT VON RYCKEROVSE, from Batavia, Sept. 30, 8 N., 25 W.
 NESUTAN, Boston to Hong Kong, Nov. 3, lat. 40, long. 64.
 ARMISTEAD (?), London to Shanghai, 11 N., 25 W.

B. K. (?) (Austr. ship), Macao to Havana, 34 days out, off the Natunag.
 WARRIOR (s.s.), New York to Hong Kong, Oct. 21, 29 N., 34 W.
 MARY and HILLEGONDA, Sourabaya to Amstdm., Oct. 24, 34 N., 34 W.
 GELDERLAND, Batavia to Amsterdam, Aug. 28, 9 S., 98 E.
 GOLDEN RULE (clipper), Shanghai to London, Sept. 16, 15 S., 9 W.
 SCOTLAND TYNE (?), from Galle, July 27, 4 N., 15 W.
 HENRIETTE MARIA, Batavia to Amsterdam, Sept. 21, 35 S., 20 E.
 LUCY, Newcastle to Singapore, June 30, 15 N., 25 W.
 QUEEN OF THE AGE Foochow to London, Sept. 12, 1 N., 106 E.
 JOACHIM (ship), Cardiff to Singapore.
 ROYAL DIADEM, Swansea to Shanghai, 40 S., 47 E.
 SUMATRA, Newcastle to Galle, 12 Oct., 10 N., 24 W.
 ABDILLA (?) (Dutch sh.), Singapore to London, Nov. 20, 49 N., 7 W.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports remain unaltered. Tonnage is somewhat scarce. In coal freights from the Northern outports previous quotations are fully maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 50s. meas. To Nagasaki: 50s. meas., 40s. weight. To Shanghai: 40s. weight, 45s. meas. To Amoy: 45s. weight or meas. To Foo-chow: 45s. weight or meas. To Hong Kong: 40s. to 45s. weight, 35s. meas. To Singapore: 35s. weight, 30s. meas. To Penang: 40s. weight, 35s. meas. To Manila: 80s. weight, 50s. meas. To Ceylon: 20s. to 25s. weight, 35s. meas.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £47. For Singapore: £32. For Shanghai: £56. For Saigon: £50. For Yokohama: £52 10s. For Batavia: £27. For Colombo, £30. For Galle, £33. From Newport, Cardiff, or Swansea, per ton.—For Hong Kong, £2 5s. For Singapore: £1 10s. For Shanghai: £2 15s. For Saigon: £2 8s. For Yokohama: £2 10s. For Chefoo, £2 15s. For Trincomalee, £1 17s. For Galle, £1 11s. For Colombo, £1 9s. For Manila, £1 5s. For Batavia, £1 10s.

The Admiralty have invited tenders for the conveyance of 20 tons (weight) small arms ammunition from the Thames to Colombo.

CASUALTIES.

The Jacoba Cornelia, Dutch barque, from Batavia to Amsterdam, put in at Mauritius, 26th Sept., for repairs, having met with very bad weather on the 5th in lat. 9 S. lon. 102 E, in which she sprung a leak, subsequently making 10 inches of water per hour; she was being discharged.

The Bengale (Fr. ship), Dubois, from Saigon, which arrived at Mauritius Sept. 15, had been hauled upon the patent slip to stop a leak.

The Maggie Leslie, of Newcastle, Stephen, from Foochow to London, which was reported as totally lost in Gaspar Straits, had been taken to Batavia by the mate of the Fuse Yama; ship and cargo apparently in good order.

The Shun Lee, from China, put in at Table Bay, Sept. 23, for repairs, with loss of sails, &c.

The Hamilla Mitchell, Branscombe, from Manila for Liverpool, arrived at Table Bay, Sept. 24, with cabin furniture, master's effects, chronometers, &c., washed overboard, and other damage, having met with a very severe gale Sept. 14, in 34 S., 32 E., during which she was thrown nearly on her beam-ends; after repairing she sailed for her destination on the 8th of October, and arrived off Ascension Oct. 28.

The Catharine (barque), of Melbourne, Noble, from Singapore to Boston, put in at Capetown, Sept. 29, leaky and for repairs. She had discharged a large portion of her cargo, and would very probably go on the patent slip.

MISCELLANEOUS.

OFF ASCENSION.—Oct. 8, Admiral de Winter, from Singapore, for London; 21, S. Van Heel, from Batavia, for Amsterdam; 22, Benvenue, from Penang, for London; 27, Ardenraig, from Colombo; 28, Hamilla Mitchell, from Manila, for Liverpool; 29, Monarch, from Manila, for London.

At ST. HELENA.—Oct. 2, Cornelia Adolphina, Roever, from Batavia, and sailed for Amsterdam; 3, Daniel Marcy, Ross, from Manila, and sailed 4, for New York; 4, President Peate, Julius, from Batavia; Cornelia, Croese, from Batavia, and both sailed 5 for Amsterdam; 6, Shun Lee, Milbank, from Foochow, and sailed 7 for London; Dordrecht, Verhoeven, from Batavia, and sailed 7 for Amsterdam; 8, Guurtje and Marie, Flens, from Batavia; Boni, Rotgans, from Tjilatjap, and both sailed 9 for Amsterdam; 9, Lady Agnes Duff, Nowell, from Manila, and sailed 10 for London; 10, Elena, Vaca, from Manila, and sailed 12 for Cadiz; 14, Ary Scheffer, Kunst, from Batavia, and sailed for Dordt; 20, Hoek v. Holland, Bakka, from Batavia, and sailed 22 for Rotterdam; Jeanne Meyer, Loesewitz, from Singapore, and sailed 23 for London.

Off St. Helena, Oct. 1, Lanercost, from Singapore, for London.

At Table Bay, Sept. 23, Goeland, Risiera, sailed for China; 26, Princess of Wales, Shepherd, from Newport, to repair cutwater, &c., and sailed Oct. 9, for Shanghai; 4, Vulcan (s.), Voss, from Cardiff, and left 13, for Japan.

At Simon's Bay, Sept. 24, Oneida, Craighton, sailed for Hong Kong; 30, Lina, sailed for Hong Kong.

At Algoa Bay, Oct. 10, Priam, Henderson, from Batavia, put in for medical aid for master and crew.

The Havelock, from Yokohama, did not arrive off New York, Oct. 26, as reported.

At Bahia, Oct. 18, Kalahome (s.s.), Embleton, from Liverpool, left for Bankok.

At Callao, Oct. 7, Rocco Pratolongo, Ledry, from China, &c.

At Mauritius, Oct. 4, Jamaica, Galt, sailed for Batavia, after repairing; Sept. 19, Seringapatam, Wyeth, sailed for Batavia; Oct. 2, Lynet, Aaroe, sailed for Batavia; Sept. 19, Himalaya (s.), from Capetown, and left, 24, for Singapore; 23, New York (s.s.), Lane, from Capetown, and left, 24, for Singapore; Oct. 16, Niagara, Merie, from Saigon.

PORT OF AMOY. CHINA.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's Establishments at the above Port afford facility for **REPAIRING and REFITTING STEAM and SAILING VESSELS.**

Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring spatch in all states of the tide.

Their two smaller Granite Docks, one 233 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them

NOTICE TO SHIPOWNERS.

SINGAPORE DOCKS.

THE PATENT SLIP and DOCK COMPANY execute, in the most efficient manner, SHIPS' REPAIRS of all descriptions, under the supervision of European Shipwrights and Engineers.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length with a depth of water ranging to 15½ feet.

Another Dry Dock of larger dimensions, adjoining the above, will shortly be completed, and available for the heaviest Steamers.

There is on the same premises extensive Wharf, with substantial Warehouse and other accommodation, comprising every convenience for coaling Steamers, discharging and storing Goods, together with ample Machinery and appliances for repainting Steamers &c.

Apply at the Offices of Messrs. PATERSON, SIMONS and Co., Singapore; or to W. W. KER, Esq., 101, Cannon-street, London, E.C.

W. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1867.

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100.

DEPOSITS received for fixed periods on the following terms, viz.:

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

Every other description of banking business and money agency, British and Indian, transacted.

J. THOMSON, Chairman.

COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 1844, and 31st of December, 1846.

Recognised by the International Convention of 80th April, 1862.

FRANCS.

Subscribed Capital	...	80,000,000	...	£3,200,000
Capital paid up	...	60,000,000	...	£2,400,000
Do. Mar. 15, 1868	...	10,000,000	...	£400,000
Do. Sept. 15, 1868	...	10,000,000	...	£400,000
Reserved Fund	...	20,000,000	...	£800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai, Hong Kong, Saigon (Cochin-China), Bourbon (Reunion).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0

RESERVE FUND £145,903 14

COURT OF DIRECTORS.

George Gordon Nicol, Esq., Chairman.

Donald Larnach Esq.

George May, Esq.

Sir J. F. Halliday, Esq., K.C.B.

Jas. Murray Robertson, Esq.

Ellis Jas. Gilman, Esq.

D. T. Robertson, Esq., *Chief*

Manager (ex officio).

BANKERS.

The Bank of England.

The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Calcutta	Colombo	Kandy	Penang	Shanghai
Madras	Galle	Hong Kong	Yokohama		

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

5, Old Broad-street, London, E.C.

ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

COURT OF DIRECTORS.

CHAIRMAN—HARRY GEORGE GORDON, Esq.

DEPUTY-CHAIRMAN—WILLIAM SCOTT BINNY, Esq.

James Blyth, Esq.

Duncan James Kay, Esq.

John Binny Key, Esq.

CHIEF MANAGER—Charles J. F. Stuart, Esq.

BANKERS.

The Bank of England.
The Union Bank of London.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays Ten to Two. Threadneedle-street, London, 1867.

HONG KONG and SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dolrs. Paid up, 3,000,000 dolrs.

COURT OF DIRECTORS and HEAD OFFICE in Hong Kong.

LONDON AGENT.—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

NORTH CHINA MARINE INSURANCE COMPANY.

ESTABLISHED IN SHANGHAI, 1863.

DIRECTORS.

David Reid, Esq., of Messrs. Reid and Co., Chairman.

W. J. Bryans, Esq., of Messrs. Turner and Co.

E. F. Duncanson, Esq., of Messrs. Gibb, Livingston, and Co.

F. H. Bell, Esq., of Messrs. W. R. Adamson and Co.

E. H. Lavers, Esq., of Messrs. Gilman and Co.

John S. Mackintosh, Secretary, Shanghai.

LONDON AGENTS.—ASHTON and CO.

This office has branches at all the principal ports in China and Japan, also in the Straits and India.

At the London Agency policies are issued to India, China and Japan—payable either in London or abroad at current premiums.

ASHTON and CO., Agents, Hatton-court, Threadneedle-street.

TO BE LET, FURNISHED.

A CONVENIENT HOUSE, within 10 minutes' walk of Kensington Station. DRAWING and DINING ROOMS on same floor; FOUR BED-ROOMS, DRESSING, and BATH ROOMS. Handsomely furnished. Trains to the City every 10 or 15 minutes. Very moderate terms to a careful tenant.

Address W. H., "London and China Telegraph" office 2, Cowper's-court, Cornhill, E.C.

NOW READY, PRICE 21s.

TABLES for ASCERTAINING the COST PER POUND of CHINA RAW and WASTE SILK. Laid down in London; all charges paid at rates of exchange from 5s. 6d. to 7s. 6d. per tael for Raw Silk, and from 5s. to 7s. 6d. per tael for Waste Silk.

By Edward Holdsworth.

Shanghai: "North China Herald" office.

London: Office of the "London and China Telegraph," 2, Cowper's-court, Cornhill.

TO PARENTS IN INDIA AND CHINA.

THE ADVERTISER (who is the wife of a professional man) is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each. Address "T," "London and China Telegraph" Office, 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

THE HONG KONG and SHANGHAI BANKING CORPORATION.

LONDON OFFICES:

82, NICHOLAS-LANE, LOMBARD-STREET

THE ORDINANCE of INCORPORATION

having received the Royal assent, a London Register of Shares has now been established, and shareholders in the company desirous of having their shares transferred from the Hong Kong Register, can do so upon application at this office.

Certificates for shares so transferred will be granted in exchange for the original certificates, the conversion being effected from dollars into sterling at the rate of 4s. 6d. per dollar.

The Ordinance, Deed of Settlement, and London Register of Shareholders can be inspected by shareholders at this office on application to the manager.

Purchasers of shares can have their transfers registered at this office, and also obtain new share certificates in lieu of those surrendered by the transferor.

Forms of transfer (according to the Ordinance of Incorporation and Deed of Settlement) can be obtained on application at this office.

Dividends on shares on the London Register will be paid in London, in sterling, at the rate of exchange for Bank bills at sight by the mail leaving Hong Kong after the declaration of each half-yearly dividend.

The transfer books for shares on the London Register will be closed for fifteen days previous to the 25th day of June and 25th day of December in each year.

By order of the Court of Directors,

W. H. VACHER, Manager.

GERMANIC and INTERNATIONAL LLOYD'S.

THE following FIRMS have been appointed AGENTS for this Society,* viz.:

Messrs. C. Hoffmann and Co., 6, Rail-way-place, Fenchurch-street, London
" Browne, van Santen, & Co., Liverpool
" van Weenen, Heur, & Co., Falmouth
" Schultze, Reis, & Co., Yokohama
" Wilson, Cornaby, & Co., Chefoo
" Siemssen & Co., Hong Kong, Foochow, & Shanghai

" Pasadag & Co., Amoy
" Behn, Meyer, & Co., Singapore
" Markwald & Co., Bangkok
" Behre & Co., Saigon
" Friederichs & Co., Penang
" Busing, Schroder, & Co., Batavia
" Ernsthausen & Oesterley, Calcutta
" A. C. Gumpert, Bombay
" Wm. Berg, Capetown

Hamburg, 24th October, 1867.

AUGUST BEHN,

Chairman of the Board of Administration of the Germanic and International Lloyd's.

* The agents appointed to foreign ports represent the society where no district association has been formed, and have to report upon the condition of any vessel, in case no fit person should be available as surveyor for the Germanic and International Lloyd's. They may, however, appoint for any survey any competent captain of a vessel, or any other competent person as an assistant. They have further to watch over and extend the interests of the society, and to report upon all matters which may be considered as useful to the society.

THE Directors of the LONDON and ST. KATHARINE DOCKS COMPANY hereby announce that they have decided on REDUCING the CHARGES on TEA as specified in the following schedule, and that the reduction will be applied to all teas warehoused in any of their Docks since the 1st September last, viz.:—

		PER PACKAGE WEIGHING GROSS.						
		160 lbs. to 199 lbs.	130 lbs. to 159 lbs.	80 lbs. to 129 lbs.	60 lbs. to 79 lbs.	45 lbs. to 59 lbs.	35 lbs. to 44 lbs.	15 lbs. to 34 lbs. Not exceeding 14 lbs.
Landing and Housing rate—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former rate ...	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4
Reduced rate ...	2 10	2 1	1 8	1 5	1 3	1 2	0 9	0 4
Management rate—								
Former rate ...	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5
Reduced rate ...	3 6	2 7	2 1	1 8	1 5	1 3	0 10	0 5

THOMAS CHANDLER, Secretary.

London and St. Katharine Dock House, Leadenhall-street,
1st November, 1867.

THE EAST AND WEST INDIA DOCK COMPANY have to announce that they have REDUCED the RATES on TEA according to the following scale, and that these rates will apply to all tea warehoused with the Company since 1st September, 1867:—

		160 lbs. and under 200 lbs. gross.	130 lbs. and under 160 lbs. gross.	90 lbs. and under 130 lbs. gross.	60 lbs. and under 90 lbs. gross.	45 lbs. and under 60 lbs. gross.	35 lbs. and under 45 lbs. gross.	15 lbs. and under 35 lbs. gross.	Under 15 lbs. gross.
Landing and Housing—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Former... ..	3 4	2 6	1 11	1 8	1 5	1 4	0 10	0 4	0 4
Reduced	2 10	2 1	1 8	1 5	1 3	1 2	0 9	0 4	0 4
Management—									
Former... ..	4 0	3 0	2 4	1 11	1 7	1 5	0 11	0 5	0 5
Reduced	3 6	2 7	2 1	1 8	1 5	1 3	0 10	0 5	0 5
Rent per week per package... ..	0 1	0 6	0 0 1/2	0 0 1/2	0 0 1/2	0 0 1/2	0 0 1/2	0 0 1/2	0 0 1/2

Billiter-square, November, 1867.

CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the Labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, RED BULL WHARF, 93, UPPER THAMES-STREET, late of 12, THREE KING-COURT, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES.—Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Francipanni, Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfumes. JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume.

JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap.

JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Mocline—Macassar Oil, Hair's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodermic or Dentist's Tooth Brushes and Trichosaran Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

PERRY and CO.'s PATENT

ESSENCE OF INK

The CHEAPEST INK.
The BEST INK.
The PERMANENT INK.
The 1d. Packet equal to a 6d. Bottle.
The 1s. Bottle makes Two Quarts.

PERRY and CO.'s PATENT

ESSENCE OF INK

This preparation produces a Permanent Ink of the finest quality in one minute with cold water, and instantly with hot water, by simple solution as salt or sugar. Sold in packets 1d. each, and in glass bottles 1s. each. Sample free, per post, for two stamps. Sold by all Stationers, Wholesale, 37, Red Lion-square, and 3, Cheapside, London.

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BOSTONITE GOODS.

PERRY and Co. have much pleasure in introducing their new patent BOSTONITE to the Public, and they do so with the full conviction that it will supply a want long felt, viz.: perfect Lead or Coloured Pencil Tablets Slates, &c.

"The slate, as our readers may suppose, is made of the same material, and we are sure would be found very useful to all housekeepers, nearly as much so as the diary, which we would advise our readers to purchase. The price is very low, and there are four or five sizes."—From THE QUEEN, April 6.

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BOSTONITE PLAYING CARDS, 2s. 6d. per pack

Bostonite Slates from 1d. each.
Bostonite Book Slates, 6d., 1s., and 1s. 6d. each.
Bostonite Memoranda Tablets, 6d., 1s., and 1s. 6d. each.
Bostonite Diaries, 1s., 1s. 6d., and 2s. 6d. each.
Bostonite Music Slates, 6d. each.
Bostonite Pencils, from 1s. 6d. each.
Bostonite Multiplication Tablets, 4d. each.

PIGNATEL & CO.,

STOREKEEPERS,
GENERAL MERCHANTS
AND
COMMISSION AGENTS:
NAGASAKI
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SOUTHERN, QUILTY, & Co.

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MANUFACTURERS OF PATENT GALVANISED IRON, in Sheets, Tiles, Iron Roofs, Sheds, Cisterns, Pails, Gutters, Wire for Fencing, &c.

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WINE, BEER CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sole Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

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QUINTESSANCE BALSAMIQUE DU HAREM.

DEPOT IN PARIS AT THE SOCIÉTÉ D'IMPORTATION,
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(CORNER OF THE BOULEVARD).

A precious Oriental composition for the toilet, whose healing, refreshing, and invigorating effects on the fresh and skin efface pimples, freckles, effects of sun and wind, and wrinkles. Its use preserves or gives to complexions that have been most seriously injured, brilliancy, freshness, and beauty.

CREME DU SERRAIL,

or

BALM MECCA,

2s., maintains or gives brilliancy, freshness, and beauty to the skin.

POUDRE DES ODALISQUES,
1s. 8d.

CREME DE CHYPRE LIQUEUR,

a sovereign cure for pains in the stomach and indigestion, 2s.

TRIPLE ORANGE WATER OF THE HESPERIDES
2s.

HOLLOWAY'S OINTMENT AND PILLS.

UNERRING PRECISION.—When the health is broken down from the continuance of some weakening discharge, when ulcers refuse to heal and extend mischief is threatened, then is the time to try the potency of Holloway's healing Ointment and purifying Pills. No treatment for giving ease and safety leading to a cure can be compared to this. The Ointment cleans and cools the toughest and most angry sores, diminishes the inflammation, reduces the swelling, prevents the growth of proud flesh, and spares both pain and danger. Thousands testify from their own personal experience to the unwavering success attending the use of Holloway's medicines in cases of ulcerated legs, enlarged veins, scurfy skin, and swelled ankles.

SILICATED CARBON WATER FILTERS,

FOR

DOMESTIC MANUFACTURING, AND GENERAL PURPOSES.

The most perfect Apparatus yet devised for Purifying Water for Drinking or Culinary Purposes, and the best possible safeguard against the diseases resulting from impure and unwholesome water.

* * These are the only Filters used in the General Post-office, and by the Metropolitan Free Drinking Fountains' Association, being adopted after the failure of all others tried. Also, by order, the Drinking Fountains of the International Exhibition of 1862 were fitted exclusively with the Company's Patent Filters.

Manufactured in great variety, and at prices varying from 2s. 6d. to £18 18s.

BY THE

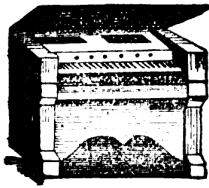
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BATTERSEA, LONDON,

WORKS—CHURCH ROAD, BATTERSEA, LONDON, S.W.

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OF GREAT
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AND
SUBSTANTIAL WORKMANSHIP.



MADE EXPRESSLY
TO STAND IN
EXTREME CLIMATES.

PRICES:—
Without Stops in Solid Mahogany, Walnut, or Oak Cases, packed in Zinc Case £6 6
With Five Stops, Flute, Cor Anglais, Tremolo, Sourdine, and Expression, packed in Zinc 9 9
With Eight Stops, including the beautiful Voix Celeste, packed in Zinc 12 12
... .. &c., &c. &c.

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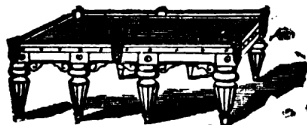
JULIUS LAYLAND AND CO.,

67, BLACKMAN-STREET, BOROUGH.

CITY DEPOT—2, SOUTHAMPTON-BUILDINGS, HOLBORN, LONDON.

BILLIARD

By



TABLES

Appointment

THURSTON AND CO.

BILLIARD TABLE MANUFACTURERS, LAMP MAKERS, and GASFITTERS to Her Majesty the Queen. Also the Palace of Wales, H.R.H. the Duke of Edinburgh, H.S.H. the Prince of Wales, the Right Hon. the Secretary of State for War, the Lords Commissioners of the Admiralty, &c.,

14, CATHERINE-STREET, STRAND, LONDON.

ESTABLISHED 1814.

London Agents for Orme's Patent Cue-tip Fasteners, and Kaye's Cuo Cement.

FURNITURE FOR INDIA, CHINA, &c.

HEAL AND SON

MANUFACTURE, ESPECIALLY FOR EXTREME CLIMATES,

SOLID MAHOGANY FURNITURE,

Entirely free from Veneer. A large general assortment always on view.

IRON AND BRASS BEDSTEADS

In the choicest Designs. 2,500 Bedsteads kept in Stock.

HEAL & SON'S PATENT HORSEHAIR MATTRESS

reverts the material from felting into a mass, as is the case in all ordinary Mattresses. The Patent Mattresses are made of the very best Horsehair, are thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

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196, 197, 198, Tottenham-court-road, London, W.

JAMES HENNESSY AND CO.--COGNAC BRANDY.

TRADE MARK.



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